City of Del Mar
Where the Turf meets the Surf
1050 Camino Del Mar · Del Mar, California 92014-2698

February 2, 2006

Mr. Bill Tippets
CA Department of Fish and Game
4949 Viewridge Avenue
San Diego, CA 92123

Re: Mitigated Negative Declaration for Del Mar 17th Street Lifeguard Headquarters Upgrade

To Whom it May Concern:

Enclosed is the Certificate of Fee Exemption, the Mitigated Negative Declaration and Notice of filing of a Mitigated Negative Declaration for the 17th Street Lifeguard Headquarters Upgrade in the City of Del Mar (Environmental Assessment # 06-01).

The project is the replacement of the existing Lifeguard Headquarters with a new building of approximately 2,628 sq. ft. in size. The new facility will be located in the same location as the existing building, and will be adding two additional restrooms, showers, a seawall, a cover over an existing drainage facility to provide access to the beach and additional landscaping.

Please post the following Mitigated Negative Declaration (attached) for the public review period to end on March 7, 2006.

If you have any additional questions, please call me at (858) 755-9313, x155

Sincerely,

Linda S. Niles

Linda S. Niles
Planning & Community Development Director

City of Del Mar
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CALIFORNIA DEPARTMENT OF FISH & GAME
CERTIFICATE OF FEE EXEMPTION
De Minimis Impact Finding

PROJECT TITLE: 17th Street Del Mar Lifeguard Headquarters Upgrade (EA-06-01)

PROJECT LOCATION: The Lifeguard Headquarters Upgrade project is located in Del Mar, California. The site is in the North Beach area of the City, west of Coast Boulevard and at the 17th Street street end. The project site is bordered by the Del Mar Hotel to the north, the Poseidon Restaurant to the south, the beach to the west, and a parking lot to the east. Adjacent and to the east of the parking lot is Coast Boulevard. The project is located on the westerly terminus of 17th Street in the City street-end right-of-way (ROW). The general plan and zoning designation is Beach Commercial (BC) on the south side of the ROW and Visitor Commercial (VC) on the north side. A map showing the boundaries of the project is available for review at the City of Del Mar Planning and Community Development Department located at 1050 Camino del Mar, Del Mar, CA. 92014, (858) 755-9313.

PROJECT DESCRIPTION: The project is the replacement of the existing Lifeguard Headquarters with a new building of approximately 2,628 sq. ft. in size. The new facility will be located in the same location as the existing building, and will be adding two additional restrooms, showers, a seawall, a cover over an existing drainage facility to provide access to the beach and additional landscaping.

FINDINGS of EXEMPTION:

1. The project involves replacement of an existing facility in an existing developed neighborhood.

2. The project, as conditioned, will be consistent with all elements of the Community Plan, including the Local Coastal Program and environmental objectives as well as with the provisions of the Del Mar Zoning Ordinance.

3. There will be no impact to wildlife or its habitat as the project area has previously been disturbed and all potential off-site drainage impacts will be mitigated through conditions of approval

CERTIFICATION:

I hereby certify that the public agency has made the above finding and that the project will not individually or cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the Fish and Game code.

Linda S. Niles
Planning & Community Development Director

2/2/06
Date

City of Del Mar
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1050 Camino Del Mar · Del Mar, California 92014-2698

NOTICE OF FILING A MITIGATED NEGATIVE DECLARATION

Pursuant to the California Environmental Quality Act (CEQA), a Mitigated Negative Declaration has been filed on the below referenced project, on the basis that said project, with the included mitigation measures, will not have a significant effect on the environment.

DESCRIPTION of PROJECT - The project is the replacement of the existing Lifeguard Headquarters with a new building of approximately 2,628 sq. ft. in size. The new facility will be located in the same location as the existing building, and will be adding two additional restrooms, showers, a seawall, a cover over an existing drainage facility to provide access to the beach and additional landscaping.

LOCATION - The Lifeguard Headquarters Upgrade project is located in Del Mar, California. The site is in the North Beach area of the City, west of Coast Boulevard and at the 17th Street street end. The project site is bordered by the Del Mar Hotel to the north, the Poseidon Restaurant to the south, the beach to the west, and a parking lot to the east. Adjacent and to the east of the parking lot is Coast Boulevard. The project is located on the westerly terminus of 17th Street in the City street-end right-of-way (ROW). The general plan and zoning designation is Beach Commercial (BC) on the south side of the ROW and Visitor Commercial (VC) on the north side. A map showing the boundaries of the project is available for review at the City of Del Mar Planning and Community Development Department located at 1050 Camino del Mar, Del Mar, CA. 92014, (858) 755-9313.

MITIGATION MEASURES

Copies of the Environmental Assessment Form (City of Del Mar Environmental Assessment [EA 06-01]) for this project are available for review at the City of Del Mar Planning Department.

The public review period for the Mitigated Negative Declaration is 30 days. The public review period will end on March 7, 2006.

Linda S. Niles
Planning and Community Development Director
City of Del Mar

2/2/06
Date

DRAFT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
DEL MAR LIFEGUARD HEADQUARTERS UPGRADE
SAN DIEGO, CALIFORNIA

Prepared for:

City of Del Mar
1050 Camino Del Mar
Del Mar, California 92014
Phone: (858) 755-9313
Fax: (858) 755-2794

Prepared by:

EDAW, Inc.
1420 Kettner Boulevard, Suite 620
San Diego, California 92101
Phone: (619) 233-1454
Fax: (619) 233-0952

February 2006

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1.0 INTRODUCTION

The City of Del Mar (City) has prepared this Initial Study (IS) to address the potential environmental effects associated with the proposed upgrading of the existing Del Mar Lifeguard Headquarters under the California Environmental Quality Act (CEQA). CEQA requires that the potential environmental effects of a program be evaluated prior to implementation. This IS includes a discussion of the project's effects on the existing environment. Issue areas identified as having potential impacts are discussed further and include mitigation measures that will reduce potential impacts to "Less Than Significant With Mitigation Incorporated." The following provides project-specific information.

Project Title:

Del Mar Lifeguard Headquarters Upgrade Project

Lead Agency Name and Address:

City of Del Mar
1050 Camino Del Mar
Del Mar, California 92014

Contact Person and Phone Number:

Linda S. Niles, Planning and Community Development Director
Telephone (858) 755-9313 ext. 155
Fax (858) 755-2794
Email lniles@delmar.ca.us

1.1 Project Location

The Lifeguard Headquarters Upgrade project is located in Del Mar, California (Figure 1). The site is in the North Beach area of the city, west of Coast Boulevard and at the 17th Street end. The project site is bordered by the Del Mar Hotel to the north, the Poseidon Restaurant to the south, the beach to the west, and a parking lot to the east (Figure 2). Adjacent and to the east of the parking lot is Coast Boulevard. To the east of Coast Boulevard is the King parking lot and multi-family residential units.

1.2 General Plan and Zoning Designation

The subject property (APN 299-230-01) is located on the westerly terminus of 17th Street in the City street-end right of way (ROW). The general plan and zoning designation is Beach Commercial (BC) on the south side of the ROW and Visitor Commercial (VC) on the north side (see City of Del Mar Zoning Map, Appendix A).

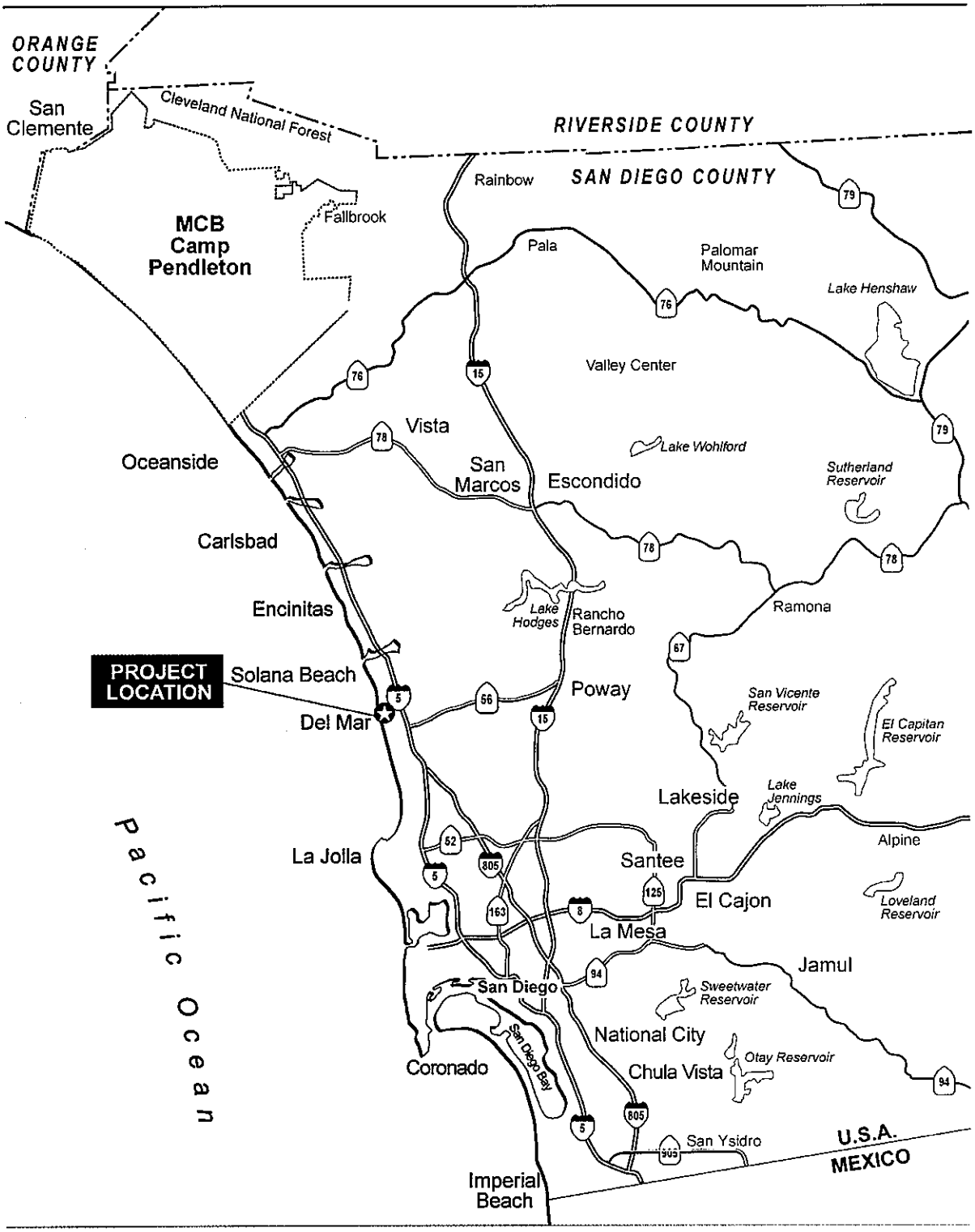

Figure 1
Regional Map

Exhibit 2: Mitigated Negative Declaration
and Mitigation Monitoring Plan; CEQA Addendum

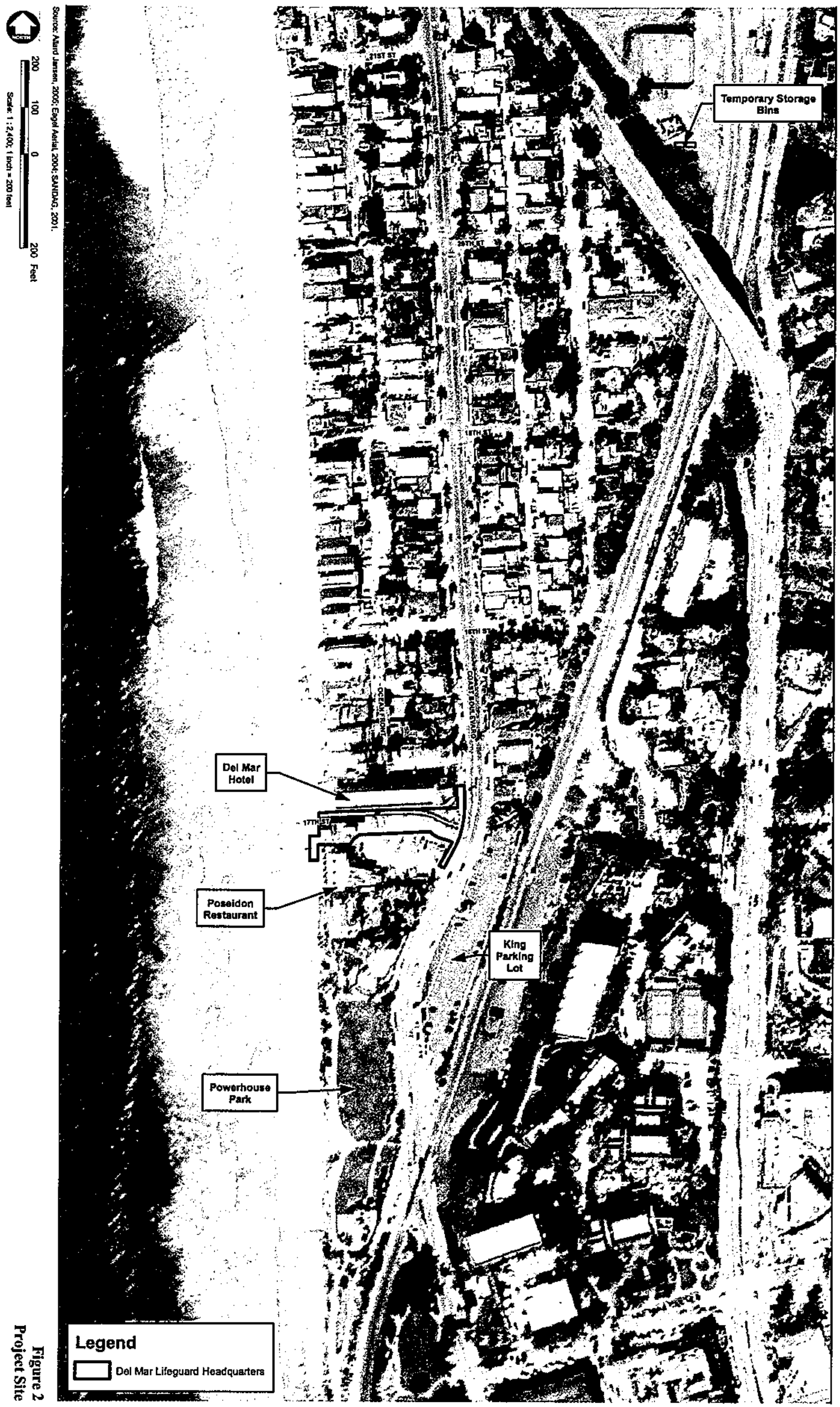

Figure 2
Project Site

Del Mar 17th Street Lifeguard Headquarters Upgrade Initial Study/Mitigated Negative Declaration

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1.3 Project Description

The City initiated the project by conducting two community outreach meetings in July and September of 2003, and several "one on one" meetings with the area property owners. The community surrounding the project was notified of these meetings, including property owners and residents to the east of the project, whose views could be affected with the upgraded facility. As a result of the input received at these meetings and at individual meetings with some of the area property owners to the east, the design of the Lifeguard Headquarters building was shifted to the north to increase the quality of the coastal views. Through the community outreach process, the design for the Lifeguard Headquarters resulted in modifications and refinements of the plan developed by Allard Jansen & Associates (Architecture and Planning 2005).

Existing Lifeguard Headquarters Facilities

The existing Lifeguard Headquarters consists of an approximately 1,500-square-foot (SF), two-story wooden building, four public restrooms, and a storage unit. Services provided at the Lifeguard Headquarters include Community Services, the Parking Enforcement Division, Lifeguard Division, and Beach Services Division. The Lifeguard Headquarters is open year-round including weekends and holidays. It is staffed with 10 permanent employees, which include 5 lifeguards, and up to 55 seasonal staff during the summer peak hours (Vergne 2006).

The north side of the existing Lifeguard Headquarters includes an existing 8-foot-wide concrete channel that extends for approximately 295 feet from Coast Boulevard towards the beach. An existing sea wall is located south of the Lifeguard Headquarters, adjacent to the Poseidon Restaurant. The site includes 19 parking stalls available for public use; employee parking is provided offsite.

Beach access is available from Coast Boulevard through the existing Lifeguard Headquarters parking lot.

Proposed Lifeguard Headquarters Upgrade

The proposed project includes the replacement of the existing Lifeguard Headquarters with a new building approximately 2,628 SF in size (Figure 3). The upgraded Lifeguard Headquarters will be located in the same location as the existing building, with a slightly larger building to allow for additional area in the facility and additional public restrooms and showers. The new two-story building will be 26 feet in height (from lowest point of existing grade), which is the same as the existing Lifeguard Headquarters. Construction materials for the new building will include a zinc-clad roof, exposed concrete masonry wall, and glass windows. As shown in the elevations and perspectives (Figure 4), the 2-story roof is designed to look like an inverted boat hull, and the 1-story roof mimics the motion of the ocean waves. The major focus of the project was to use aesthetically pleasing and durable materials that had low maintenance and long-term resilience. Alternate materials that may be considered for the building include the use of a stained copper roof, a brick veneer wall, and glass windows (see Alternative Elevation Plan in Appendix B).

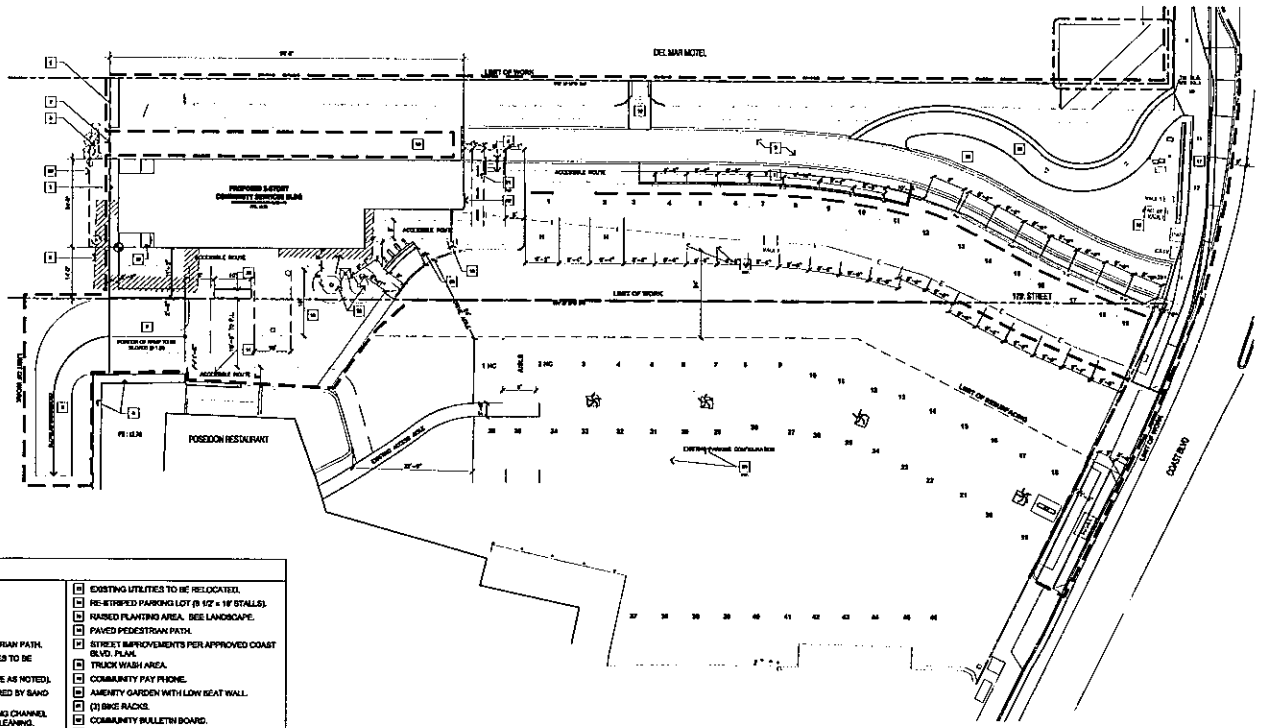
The second-story deck will extend into the Del Mar Beach Preservation Initiative (BPI) Overlay Zone (City of Del Mar 1988). As indicated in Sections 5 and 6 of the BPI Guidelines (Guidelines Implementing 30.50 Measure D) (City of Del Mar 1993b), no construction is allowed beyond the BPI unless it is deemed necessary to maintain the public health, safety, and welfare. The extension of the second-story deck beyond the BPI is needed so the lifeguards will be able to view activity on the beach to the north and south of the facility. Therefore, the requirement to maintain public health, safety, and welfare will be met.

The new Lifeguard Headquarters will increase the number of public restrooms from four stalls to six; the adjoining public restrooms and shower stalls will be designed to meet Americans with Disabilities Act (ADA) standards. Additional improvements include the construction of a new sea wall to replace the existing berm and riprap located at the westerly edge of the existing Lifeguard Headquarters. The sea wall ranges in height from 5 feet to 10 feet due to the varying sand levels along the beachfront and extends 38 feet in length. A sea wall will also be constructed between the existing drainage channel and the Del Mar Hotel. The City has an existing agreement with the adjacent Del Mar Hotel owners to allow the extension of the sea wall. The proposed improvements will also include a handicap-accessible ramp extending to the sand level on the south side of the Lifeguard Headquarters.

The project includes the partial enclosure of the existing concrete drainage channel through the use of precast concrete panels designed to open and close for channel maintenance purposes. The exposed concrete surface will allow the covered drainage channel to be used for a handicapped pedestrian ramp accessible from Coast Boulevard. No other improvements are proposed within the drainage channel.

Following project construction, the parking lot will be resurfaced with either a porous concrete or pervious asphalt material that allows seepage of water into the site, minimizing surface runoff. A new storm drain inlet will be provided onsite to capture excess surface runoff not absorbed by the porous concrete/pervious asphalt, or during heavy storm events. The inlet will include a grate to minimize trash debris from entering the storm drain. The existing sand trap will be replaced with a new sand trap located near the shower facilities. The existing parking lot will also be restriped. Due to the increased project footprint, the number of existing parking spaces will be reduced by four parking spaces.

The landscaping is proposed to be located between the drainage channel and the adjacent Del Mar Hotel to the north as well as at the entrance to the site along Coast Boulevard. Landscaping will be placed around existing utilities located north of the parking lot, adjacent to Coast Boulevard. Plantings include a combination of succulents, flowering shrubs, and groundcovers that are conducive to coastal and low water requirements. Various tree species have also been incorporated into the plan, consistent with the Coast Boulevard Streetscape Plan.



SITE PLAN KEYNOTES

1 NEW SEA WALL.	15 EXISTING UTILITIES TO BE RELOCATED.
2 BFA LINE.	16 RE-STRIPED PARKING LOT (8 1/2' x 18' STALLS).
3 EXISTING CHANNEL OUTLET.	17 RAISED PLANTING AREA. SEE LANDSCAPE.
4 EXISTING SEA WALL.	18 PAVED PEDESTRIAN PATH.
5 NEW STEPS DOWN FROM PEDESTRIAN PATH.	19 STREET IMPROVEMENTS PER APPROVED COAST BLVD. PLAN.
6 EXISTING LIFEGUARD STRUCTURES TO BE DEMOLISHED.	20 TRUCK WASH AREA.
7 NEW BEACH ACCESS RAMP (SLOPE AS NOTED).	21 COMMUNITY PAY PHONE.
8 LOWER PORTION OF RAMP COVERED BY SAND (SLOPE AS NOTED).	22 AMENITY GARDEN WITH LOW SEAT WALL.
9 PEDESTRIAN PATH ABOVE EXISTING CHANNEL WITH REMOVABLE PANELS FOR CLEANING.	23 (3) BIKE RACKS.
10 EXISTING DRAINAGE CHANNEL.	24 COMMUNITY BULLETIN BOARD.
11 ACCESSIBLE RAMP.	25 (2) EXPOSED AGGREGATE SHOWER MASTS.
12 BRIDGE CONNECTING ADJACENT DEL MAR HOTEL TO THE CHANNEL PATH.	26 EXISTING PARKING SHOWN DASHED.
	27 LOW SEAT WALL.
	28 LINE OF DECK ABOVE.

Source: Allard Jensen & Associates 2005

0 20 Feet

Figure 3
Proposed Site Plan

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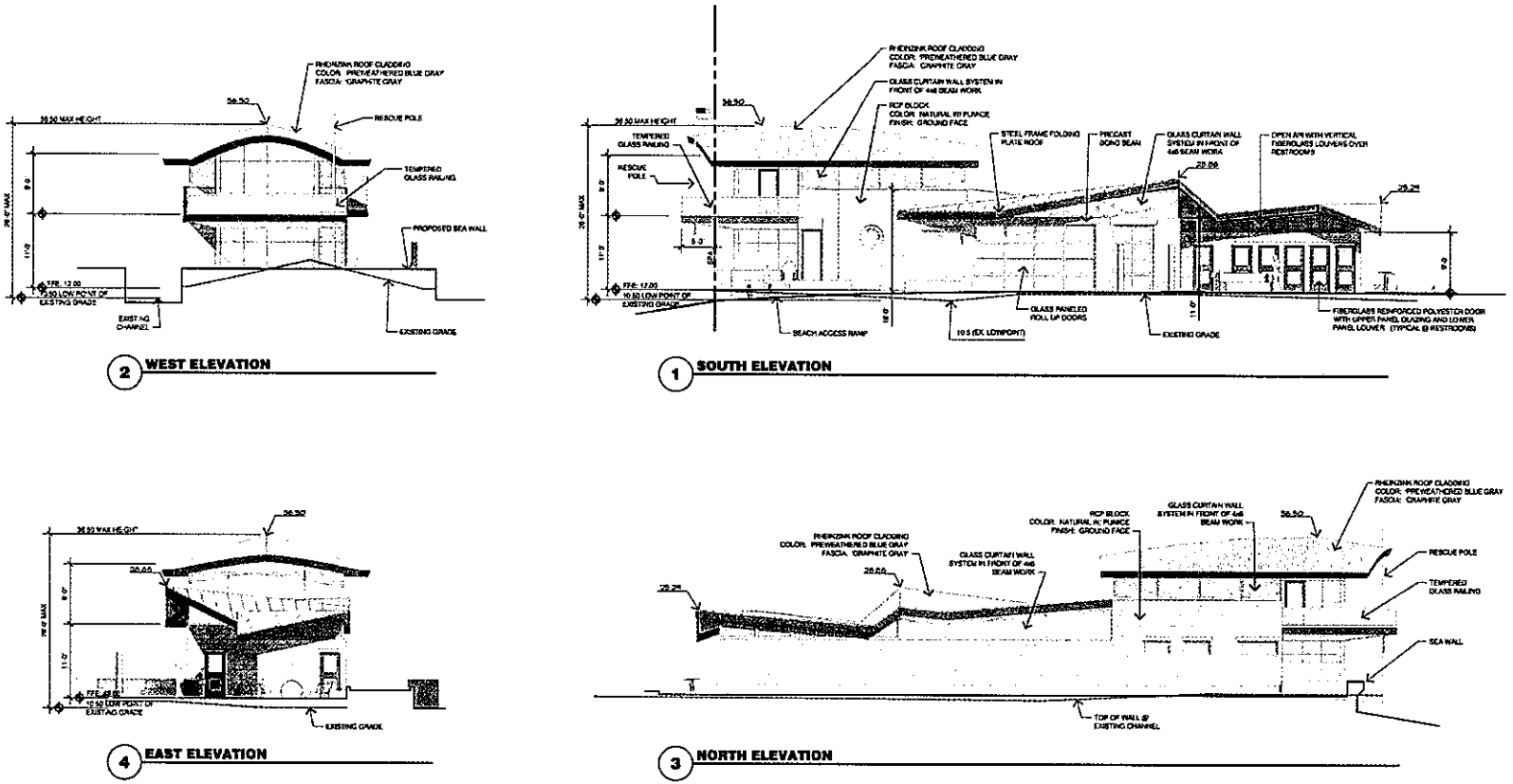

Source: Allard Jansen & Associates 2005

0 20 Feet
Approximate Scale

Figure 4
Building Elevations

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Construction Schedule

The proposed construction will occur between September and May to avoid the summer peak season. Construction activities are expected to occur in six phases, beginning with demolition and clearing of the existing building (Table 1). During construction of the new sea wall, pile driving activities will occur within a 1-week period, including 5 days to set up equipment and 2 days of actual pile driving. Equipment includes the use of a vibratory driver that minimizes noise and exhaust. Pile driving activities will also occur during demolition and foundation construction. All construction activities (except for pavement breaking, demolition, and heavy material handling activities) will occur during the daytime hours, between 7:00 a.m. and 7:00 p.m., Monday through Friday, in compliance with the City noise ordinance. Pile driving and saw cutting activities will only occur between the hours of 9:00 a.m. to 11:00 a.m. and 2:00 p.m. to 5:00 p.m. to minimize nuisance dust and noise-related impacts (see additional air quality measures in Section 3.3, and noise measures in Section 3.11, Noise).

Table 1
Construction Schedule

Phase	Activity	Duration
Phase 1	Demolition	4 weeks
Phase 2	Utilities and Site Construction	4 weeks
Phase 3	Building and Channel Construction	16 weeks
Phase 4	Sidewalk Construction	4 weeks
Phase 5	Plaza Hardscape and Parking Lot Resurfacing	3 weeks
Phase 6	Landscaping	3 weeks
	Total	34 weeks (8½ months)

Source: Allard Jansen & Associates Architecture and Planning (2005)

Access

Public beach access through the site will be closed during construction; however, public beach access will continue to be provided approximately 400 feet to the south (via Powerhouse Park) and 400 feet to the north (18th Street). While beach access is not available at the Lifeguard Headquarters site, the contractor will provide public postings at key locations near the site to notify the public of the beach access disruption and alternate pedestrian access routes noted above.

Temporary Lifeguard and Community Services Operations

During project construction, temporary lifeguard operations will be shifted to the existing lifeguard tower facilities on 20th and 25th streets. The five lifeguards will be dispatched from these two locations. Two equipment storage containers, approximately 10 feet by 10 feet, will be temporarily located near the existing pump station site, on the corner of 21st Street and Camino Del Mar (Figure 2). The storage containers will be approximately 30 feet from the pump station facility.

Portable offices will be set up in the existing parking lot located south and east of the existing Lifeguard Headquarters. The temporary office space will be for the community service staff.

Staging and Haul Routes

Construction activities for the proposed project include mobilization, equipment assembly and maintenance, equipment storage, and material stockpiling. Construction staging will occur in the existing parking lot located south and east of the existing Lifeguard Headquarters. Up to 10 parking spaces of the existing onsite parking area will be unavailable during construction.

Typical equipment to be used during the construction period includes loaders, scrapers, dozers, and trucks. An estimated five crew members will be involved in onsite construction activities. Construction traffic will travel north on Coast Boulevard to Camino del Mar, north to Via de la Valle, and east on Via de la Valle to Interstate 5 (I-5). Flaggers, warning signs, and traffic control will be required during construction on the adjacent public roadways used for the haul route

1.4 Surrounding Land Uses and Setting

The site is bounded by commercial uses to the north and south, the Del Mar Hotel and the Poseidon Restaurant, respectively. The beach provides recreational uses to the west and is accessible from the site via two paths; one between the Poseidon Restaurant and the Lifeguard Headquarters, the other between the Del Mar Hotel and the Lifeguard Headquarters. Offsite beach access is also provided through Powerhouse Park to the south of the Lifeguard Headquarters. Multi-family residential uses are located across Coast Boulevard to the northeast, single-family homes to the north, and commercial public parking directly east of the project site.

1.5 Permit Approval

The Del Mar Design Review Board (DRB) will review the proposed improvements for consistency with the Design Review Ordinance (DMMC Chapter 23.08). A portion of the second-story deck extends within the Shoreline Protection Area and is therefore subject to issuance of a Shoreline Protection Permit by City Council. The project is within the Coastal Zone Boundary and is subject to a Coastal Development Permit issued by the City. The Coastal Development Permit is subject to appeal to the California Coastal Commission. No other agencies have approval authority over the project.

1.6 Environmental Factors Potentially Affected

The environmental factors checked below could be significantly impacted by the proposed project. Mitigation measures to address potential impacts are identified in the following section. With the incorporation of the identified mitigation measures, the following impacts will be reduced to a less-than-significant level.

☒	Aesthetics	☐	Agriculture Resources	☒	Air Quality
☐	Biological Resources	☐	Cultural Resources	☐	Geology /Soils
☐	Hazards & Hazardous Materials	☒	Hydrology / Water Quality	☐	Land Use / Planning
☐	Mineral Resources	☒	Noise	☐	Population / Housing
☐	Public Services	☐	Recreation	☒	Transportation/Traffic
☐	Utilities / Service Systems	☐	Mandatory Findings of Significance		

1.7 Mitigation Measures to be Incorporated into the Project

The mitigation measures outlined in the following Table 2 are designed to reduce any potential impacts resulting from project implementation. These measures will be required to be incorporated into the project.

Table 2
Mitigation Monitoring and Reporting Program

PROJECT NAME: Del Mar Lifeguard Headquarters Upgrade Project
PROJECT DESCRIPTION: Demolition and construction of new lifeguard headquarters
PROJECT LOCATION: Coast Boulevard and western terminus of 17th Street
CONTACT PERSON: Linda S. Niles, Planning and Community Development Director
PHONE NUMBER: (858) 755-9313

Nature of Impact	Mitigation Measures	Responsibility for Implementation	Certified Initial/ Date	Phase at which the Mitigation Measures are to be Implemented
Aesth 1 – Short-term disruption of beach views from surrounding public and residential uses during construction.	• A construction management plan will be developed to include a requirement for screening of the construction site to reduce negative view impacts, as well as preservation of views from Coast Boulevard and residential views from the north to the extent possible.	Contractor		Construction
Air 1 – Construction equipment resulting in diesel particulate emission concentrations.	• Maintain equipment per manufacturer's specifications. • Use reformulated, low-emission diesel fuel. • Minimize equipment idling times to 15 minutes when vehicles will not be in continuous operation.	Contractor		Construction
Air 2 – Construction operations result in nuisance dust.	• Adhere to Rule 51 (Nuisance Dust and Emissions) of the San Diego Air Pollution Control District, Rules and Regulations (SDAPCD 2005) • Excavated areas and stock piles of excavated material will be watered at least twice a day or as often as necessary to eliminate nuisance dust. • Temporary dust screens will be installed along the perimeter of the project site to reduce nuisance dust. • No saw cutting activities will occur between the hours of 11:00 a.m. to 2:00 p.m. to minimize nuisance dust during lunch time at Poseidon Restaurant. • Stock piles and active construction areas will be located away from sensitive receptors if feasible.	Contractor		Construction

Table 2: Mitigation Monitoring and Reporting Program, continued

Nature of Impact	Mitigation Measures	Responsibility for Implementation	Certified Initial/ Date	Phase at which the Mitigation Measures are to be Implemented
Water 1 – Earth moving activities create the potential for impacts to water quality via erosion and/or sediment discharge.	• Conduct regular sweeping of active construction areas to reduce sediment tracking off the project site. • Wherever there is potential for erosion, sediment, or other discharge, implement best management practices, such as silt fences, fiber rolls, secondary containment, etc.	Contractor		Construction
Noise 1 – Sound levels during demolition and construction will increase existing ambient noise levels.	• Install temporary acoustical barriers on the northern and southern boundaries of the construction site that block the line of sight from construction activities to adjacent land uses. • Pile driving activities will only be allowed between the hours of 9:00 a.m. to 11:00 a.m. and 2:00 p.m. to 5:00 p.m. This work will not be allowed during the lunch time at Poseidon Restaurant. • The contractor and all vendors, suppliers, or subcontractors who operate construction equipment will have a regular maintenance and lubrication program for their equipment available at the construction site for verification in the event of a noise complaint. • All construction equipment operated by the contractor, vendors, suppliers, or subcontractors will be equipped with manufacturer's approved exhaust mufflers. • The project construction manager/contractor, or a designated representative, will establish a noise complaint and response procedure that includes a 24-hour telephone number for complaints, and a procedure where a field engineer/construction manager will respond to and investigate the complaints and take corrective action if necessary in a timely manner. Contact information should be posted onsite in an easily accessible location and included in all notification letters.	Contractor		Construction

Table 2: Mitigation Monitoring and Reporting Program, continued

Nature of Impact	Mitigation Measures	Responsibility for Implementation	Certified Initial/ Date	Phase at which the Mitigation Measures are to be Implemented
	• The project construction manager/contractor, or a designated representative, will provide notice to nearby residences and businesses 7 days prior to initiation of construction activities. The notification will include a description of the construction activity, hours of operation, and the anticipated length of the operation. • The project construction manager/contractor, or a designated representative, will provide notice to the Del Mar Hotel operator 14 days prior to initiation of construction activities to allow the hotel operator to relocate daytime sleepers into rooms that do not face the construction site.			
Traf 1 – Temporary disruption during construction due to truck traffic along public roadways. Potential loss of up to 3 permanent parking spaces due to increased building size.	• Community service or lifeguard staff will not be allowed to park in the existing public parking area. • The net loss of 1 parking space will be gained in the vicinity (i.e., within 500 feet) of the proposed Lifeguard Headquarters. The replacement parking space shall be identified prior to final approval of the building permit for the project. • A construction management plan will include traffic control measures to minimize disruption during ingress and egress to site. Measures will include use of flaggers, warning signs, and detour postings if necessary.	Contractor/City		Construction/ Post-construction

2.0 DETERMINATION

On the basis of the evaluation contained in Section 3 of this document:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

Linda S. Niles
Planning and Community Development Director

Date

Project Approval Date: _____

3.0 EVALUATION OF ENVIRONMENTAL IMPACTS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
3.1 AESTHETICS: Will the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which will adversely affect day or nighttime views in the area?	☐	☐	☐	☒

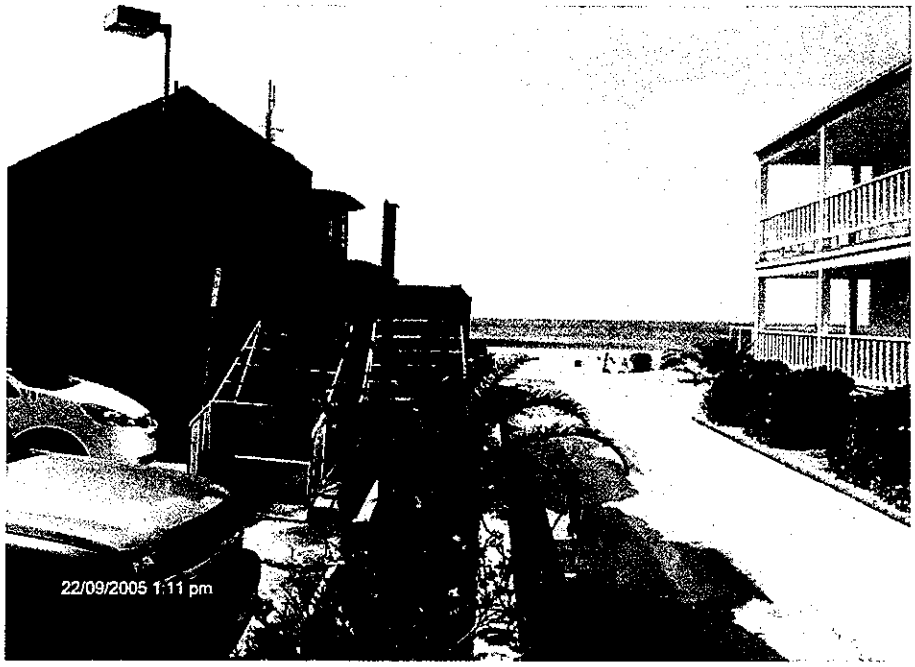
3.1.a. The project is located within the Coastal Zone and is subject to the goals and objectives of the City's Local Coastal Program (LCP) (City of Del Mar 1993a). The project site is located on and adjacent to the beach and is visually prominent from Coast Boulevard and surrounding homes to the east. Public view corridors from the road and distant residential uses are provided between the Lifeguard Headquarters and adjacent buildings (Photographs 1 and 2). Views from Coast Boulevard include the parking lot, Lifeguard Headquarters, and an existing open concrete drainage channel (Photograph 3).

During construction, which is expected to take 34 weeks, public views towards the site and beach will be disrupted due to demolition and construction activities, staging of temporary trailers and heavy equipment, and material storage in the existing parking lot area. The disruption of views from Coast Boulevard and the residential area to the east will result in a short-term and temporary visual effect. The minor disruption of views will be intermittent and will not result in complete view blockage. In addition, the following measure will be implemented during construction to reduce negative visual effects:

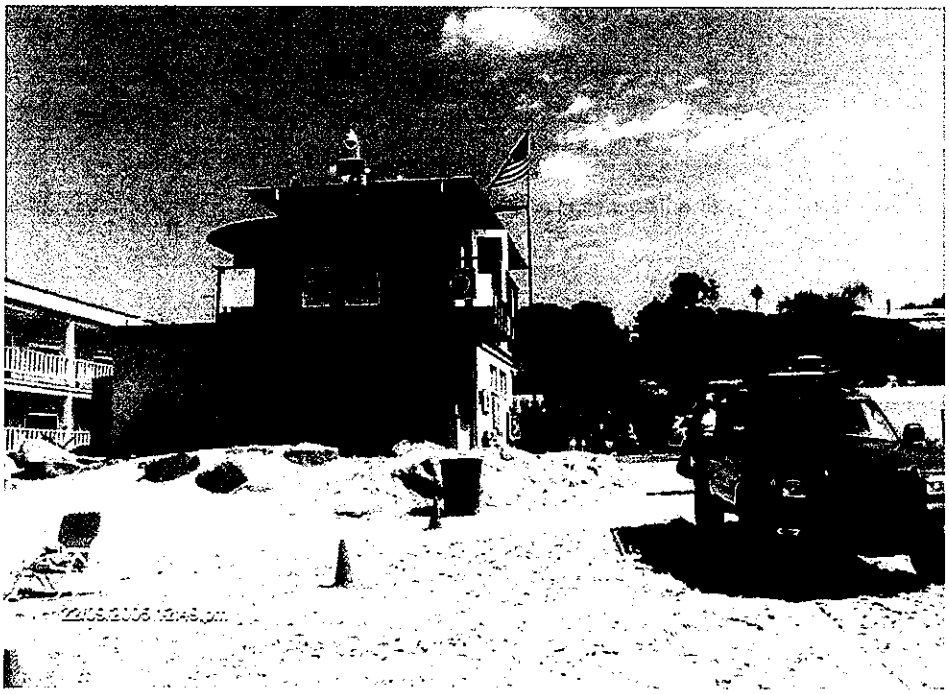
- A construction management plan will be developed to include a requirement for screening of the construction site to reduce negative view impacts, as well as preservation of views from Coast Boulevard and residential views from the north to the extent possible.

For these reasons, this impact will be less than significant.

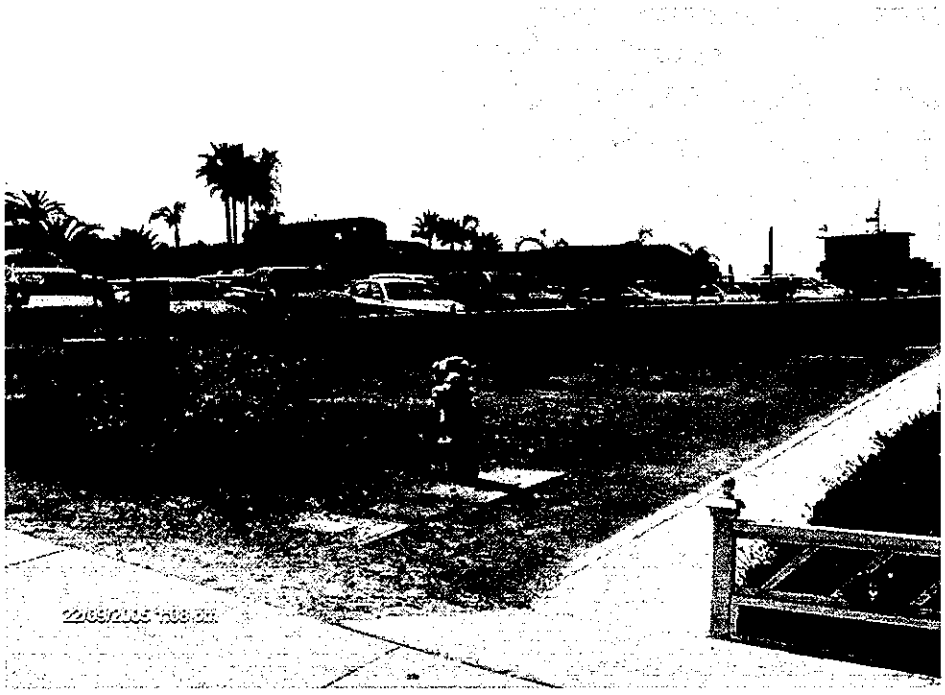
The proposed Lifeguard Headquarters, when completed, will not obstruct the amount of scenic vistas that currently exist and will only slightly relocate the current vista corridors. The proposed improvements will change the local views of the existing Lifeguard Headquarters, as the building will change in color and dimension. As described in the Project Description, community input was obtained during the planning design phase of the project. Based on this input, the building structure was shifted approximately 12 feet to the north to increase the quality of coastal views through the southern portion of the site. Compared to existing conditions, the views attained through the new project design result in an overall increase in view



Photograph 1: Views from west of the Lifeguard Headquarters and open drainage channel.



Photograph 2: Views toward the east; distant residential users have views of the beach.



Photograph 3: Southwest views from Coast Boulevard.

quality. Additionally, the architectural theme is consistent with the coastal area and the structure does not exceed the maximum allowable height of 26 feet. For these reasons, following project implementation, the project will have no impact on scenic vistas.

3.1.b. The project site is located adjacent to Coast Boulevard, which is designated as a scenic roadway by the Del Mar Community Plan between 15th Street and 17th Street. As previously noted, various views of the project site are available from this roadway. In addition, various views of the ocean are available from Coast Boulevard, between the Del Mar Hotel, the Lifeguard Headquarters, and the Poseidon Restaurant. Because views from Coast Boulevard to the ocean will be maintained, except for partial and temporary obstruction of views during construction, the completed project will not significantly affect this visual resource. In addition, the design of the new Lifeguard Headquarters will be consistent with the character of this beachfront area and will not result in degradation of views from Coast Boulevard after construction completion (see further discussion under 3.1.c below). For these reasons, although the project site is adjacent to a scenic roadway, development of the project will not substantially degrade this scenic resource, or views from this resource (City of Del Mar 1976).

Landscaping at the project site is limited; existing landscaping consists of patches of vacant land (Photograph 4). The project will not impact scenic resources such as trees, rock outcroppings, or historic buildings since these resources are not present within the project site.

The proposed landscaping onsite includes tree species ranging from King Palm, Blue Palm, Chilean Wine Palm, Mexican Fan Palm, and Torrey Pine as well as drought-tolerant shrubs and plants. The proposed landscaping has been designed to preserve existing views of the ocean. The landscaping in the public

ROW is being proposed in conformance with the Coast Boulevard Streetscape Plan. This plan provides guidance on the types of tree species allowed within the Del Mar community. Project landscaping plans are subject to review by City Council and the DRB to verify conformance with the Coast Boulevard Streetscape Plan. Within the 17th Street ROW, the Streetscape Plan allows the use of Mexican Blue Palm, New Zealand Christmas Tree, and Torrey Pine. During project review, the proposed Lifeguard Headquarters landscape plans will be reviewed by City Council and the DRB to verify that tree species preserve viewsheds for the surrounding community.

Photograph 4: Westerly views of open drainage channel and public views toward ocean.

3.1.c. The project is located within the Coastal Zone Boundary. As a recognized highly scenic area, development of the project site is subject to the following visual policies of the City's LCP:

- Maintain the existing small-scale character of the community and permit only one- and two-story, low-intensity development with a maximum allowable height of 26 feet. (Policy II-1, page 10)
- Ensure that future development, whether commercial or residential, retains the aesthetic quality of the community by protecting and preserving public views to the ocean and other significant natural resources, and by minimizing the disturbance of natural topography and vegetation. (Policy II-2, page 10)

The project is consistent with the visual policies of the LCP. It maintains the height restriction of 26 feet; preserves public views of the ocean from the east; and replaces an older dilapidated building with an enhanced facility, including enclosure of the existing drainage channel. The proposed Lifeguard Headquarters incorporates a marine theme that is visually compatible with the coastal area. Building materials include a zinc clad roof, exposed concrete masonry wall, and glass windows. Alternate

materials also being considered for the building include a patina stained copper roof and brick veneer wall. After construction, views of the ocean will be maintained and improved. Additionally, the proposed landscaping was designed according to the Coast Boulevard Streetscape Plan and includes a variety of tree species that preserve views of the ocean. The landscaping theme provides for drought-tolerant shrubs and trees that enhance the overall visual quality of the existing site (City of Del Mar 2003b). For these reasons, the proposed project will not substantially degrade the existing visual character of the site or its surroundings.

3.1.d. The proposed project will include parking lot and structural lighting necessary for safety and security. The site lighting plan (October 4, 2004) includes energy-efficient lighting featuring three parking lot lights and several 18-watt recessed and building-mounted compact fluorescent light fixtures. All lighting elements are consistent with the requirements of Title 24, Parts 1 and 6 of the California Code of Regulations. The lighting will be similar in nature to lighting currently provided at the site and in surrounding development. The photometric calculations conducted for the project shows that the lighting will not spillover onto surrounding properties (ILA Zammit Engineering 2004). Additionally, use of the building will typically only occur during the normal workday, and the interior of the building will not be lit during the nighttime hours. For this reason, the lighting proposed by the project will not result in adverse effects to daytime or nighttime views.

The majority of the proposed materials to be used for the Del Mar Lifeguard Headquarters building will not be reflective and thus will not create the potential for glare resulting from reflection of the sun. Although glass will be used for windows and some doors, including the roll-up doors on the south elevation, the glass will not be mirrored (i.e., clear or tinted glass will be used). The only material that has the potential to be a high glare source will be the zinc clad roofing or the alternate material, a patina stained copper roof. Both material types could include both shingle and standing seam types. While minimal light reflection from the roof may be visible late in the day from the residential areas surrounding the project site, this light reflection will be much less when compared to the reflection of the sun off of the Pacific Ocean or direct glare from the sun itself. Sunlight reflected from the roof will not be strong or direct enough to reduce the ability to see or identify objects, nor will it produce ocular discomfort, thus it will not be considered glare. Additionally, light reflection potentially visible to motorists traveling north on Coast Boulevard will be blocked by structures and vegetation located to the south of the project site (e.g., Jake's Del Mar Restaurant, the Poseidon Restaurant, the Powerhouse Community Center, and mature vegetation located within the parking lot for Jake's Del Mar Restaurant. Furthermore, the position of the sun in the southern sky (because Del Mar is in the northern hemisphere) will preclude the possibility of any reflection affecting motorists traveling south on Coast Boulevard. For these reasons, no potential glare impacts will occur with the proposed project.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
3.2 AGRICULTURE RESOURCES: Will the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒

3.2.a. The project site is located on the beach or near the shore, which is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (California Department of Conservation; Division of Land Resource Protection 2002). The area is designated as "beach commercial" (City of Del Mar 1993a). No conversion of farmland to non-agricultural uses will occur.

3.2.b. The project site is not zoned for agricultural use (Appendix A), nor is it under a Williamson Act contract. For this reason, the project will not conflict with existing zoning for agricultural use.

3.2.c. The project site is not used for farmland and is not in the vicinity of any such land use. Therefore any improvements made to the site will not result in conversion of farmland to non-agricultural use.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
3.3. AIR QUALITY: Will the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☐	☒
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

3.3.a. In San Diego County, the San Diego Air Pollution Control District (SDAPCD) is the agency responsible for protecting the public health and welfare through the administration of federal and state air quality laws and policies. The regional air quality plan is the SDAPCD's Regional Air Quality Strategy (RAQS). The assumptions contained in the RAQS assume specific emissions from the operation of certain land uses, i.e., residential, retail, office, institutional, and industrial. Construction-related emissions are considered short term and are estimated as an aggregate in the RAQS. The proposed project will not alter the existing land use of the project site, nor will it increase the traffic in the area. Because the project will not change the existing air quality conditions of the area, it will not conflict with or obstruct implementation of the RAQS.

3.3.b. During construction, a temporary increase in emissions is anticipated due to the use of heavy equipment. There are no applicable CEQA emission standards in the San Diego Air Basin. However, included in the SDAPCD's tasks is the promulgation of Rules and Regulations that included procedures and requirements to control the emission of pollutants and prevent significant adverse impacts. Rule 51 of the SDAPCD concerns nuisance dust and emissions (SDAPCD 2005). The nearby Poseidon Restaurant and Del Mar Hotel, located less than 50 feet on either side of the project site, will experience nuisance dust throughout the duration of construction, especially during the 24 weeks of active construction (i.e., demolition and building, sidewalk and channel construction). Following these activities, nuisance dust will be minimized. The project will incorporate the following measures to minimize dust emissions to adjacent land uses:

- Adhere to Rule 51 (Nuisance Dust and Emissions) of the San Diego Air Pollution Control District Rules and Regulations.
- Water excavated soils and stock piles of excavated dirt at least twice a day or as often as necessary to eliminate nuisance dust.
- Install temporary dust screens along the perimeter of the project site to reduce nuisance dust.
- No saw cutting activities will occur between the hours of 11:00 a.m. to 2:00 p.m. to minimize nuisance dust during lunch time at Poseidon Restaurant.
- Locate stock piles and active construction areas as far from adjacent land uses as possible.

The placement of temporary fencing shall adhere to the following city code:

"It is the Department Policy to allow the placement of temporary fencing along the perimeter of a building site, during construction, when necessary to ensure security, public safety, and/or noise/dust mitigation. For the purpose of this policy, 'temporary' shall mean the placement of fencing in a manner that is not permanently attached to the ground, or attached to any other structure or material that is itself permanently attached to the ground" (City of Del Mar 2002).

Additional measures implemented during project construction will further reduce potential impacts to below levels of significance:

- Maintain equipment in tune, per manufacturer's specifications.
- Use reformulated, low-emission diesel fuel.
- Minimize equipment idling times to 15 minutes when vehicles will not be in continuous operation.

Following construction, the new Lifeguard Headquarters will not produce any airborne pollutants. For the reasons discussed above and by implementing the measures stated, any potential air quality impacts anticipated during construction will be reduced to a level below significance.

3.3.c. The project will be of temporary duration and will not contribute a significant quantity of any criteria pollutant. As discussed above, the temporary increase in fuel emissions will be minimized to the greatest extent feasible by implementing the aforementioned measures. Following construction, the new Lifeguard Headquarters will not produce any criteria pollutants. Therefore, it will not contribute to a net increase in said criteria pollutants for which the project region is non-attainment.

3.3.d. It is likely that some children, elderly, and those suffering from respiratory problems may reside or recreate in the vicinity of the proposed project. The area is located adjacent to an actively used public park and beach area. During construction, their exposure to contaminants in the air may be slightly greater in this area than at other locations within Del Mar. The aforementioned measures will be implemented to curtail exposure to contaminants. There will be no increase in pollutant concentrations following construction. Therefore, the potential impacts are not considered significant because of the short-term nature of the construction and the low level of emissions.

3.3.e. The proposed project includes the demolition and construction of the Lifeguard Headquarters. No odor-producing industrial activities will occur. Operation of trucks and construction equipment may cause air emissions that generate standard odors associated with fuel combustion. However, these odors dissipate rapidly in the atmosphere and will exist temporarily. There will be no increase in objectionable odors following construction of the project. Therefore, the odors potentially created as a result of this project will not affect a substantial number of people and will be temporary during construction.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
3.4 BIOLOGICAL RESOURCES: Will the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

3.4.a-f. There are no candidate, sensitive, or special status species in the project vicinity (San Diego Association of Governments 1993). The project site consists of sandy beach, a parking lot, and a concrete drainage channel. The drainage channel does not support any wildlife or aquatic habitat, nor will it be altered beyond the installation of the handicap-access ramp over the channel and increased erosion protection. There is no riparian habitat, federally protected wetlands, or other sensitive natural community in the vicinity of the project that will be modified or adversely affected. The project will not impede any wildlife movement or the use of native wildlife nursery sites. All project activities will be on developed land, which does not contain any wildlife corridors or nursery sites. Therefore, the proposed

project will not have a substantial adverse effect on any federally protected wetlands, migratory species, or sensitive natural community.

The project site does not exist within a sensitive habitat designation as illustrated on the Del Mar Quadrant of the Multiple Habitat Conservation Program (MHCP) map (San Diego Association of Governments 1993). The Draft Multiple Species Conservation Program (MSCP) for the City of Del Mar has not yet been finalized. However, no conflict with the provisions of the MHCP will occur and no conflicts with the City's MSCP are expected to occur. The project will enhance the natural quality of the area by improving the landscaping on the site. It does not violate or conflict with the Public Tree Policy manual for the City of Del Mar (City of Del Mar 2003a). As previously discussed, the project does not conflict with the MHCP or the MSCP. For these reasons, the project will have no impact on local policies or ordinances protecting biological resources.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
3.5 CULTURAL RESOURCES: Will the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

3.5.a-d. There are six general areas in which cultural resources exist that are listed in the Community Plan for the City of Del Mar, none of which are near the project site (City of Del Mar 1976). There are no known historical, archaeological, paleontological, or geological resources at the project site. There are also no known human remains at the project site, and, given the constantly shifting nature of the beach, human remains are not a possibility. Therefore, no adverse change in the significance of historical, archaeological, or paleontological resources will occur and human remains, including those interred outside of formal cemeteries, will not be disturbed.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
3.6 GEOLOGY AND SOILS: Will the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☐	☒
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

3.6.a. The project involves the demolition of the existing Lifeguard Headquarters. However, the Lifeguard Headquarters will be replaced with upgraded facilities that are larger in capacity but that involve nearly the same building footprint and will move only another 11.5 feet north and extend 24 feet east of the existing building. The project will not result in substantial adverse effects including the risk of loss, injury, or death since the construction will be in conformance with all required building and seismic safety standards.

3.6.a.i. According to the Alquist-Priolo Earthquake Fault Zoning map, the proposed project is not located near a known fault, and Del Mar is not listed as a city potentially affected by the earthquake fault zones (California Department of Conservation; Division of Mines and Geology 1997). Therefore, the project will not increase exposure of people or property to fault ruptures because the same potential already exists in the area.

3.6.a.ii. The proposed project will not result in, or expose people to, seismic ground shaking beyond the conditions that currently exist throughout the region. This exposure is the general exposure that all persons in southern California experience because of the high seismic activity level of the region. The new Lifeguard Headquarters will be built pursuant to the Uniform Building Code, including seismic safety standards and earthquake protection.

3.6.a.iii. The project site is currently developed in an area that has potential for seismic events. The new Lifeguard Headquarters will be built pursuant to the Uniform Building Code, including seismic safety standards, minimizing the potential for ground failure or liquefaction.

3.6.a.iv. The project site is not located in a potential landslide area. Project implementation will not increase the potential for landslides or instability. Therefore, it is not anticipated that people or buildings will be exposed to landslides.

3.6.b. The proposed sea wall will minimize erosion at the project site by replacing the existing riprap and berm with a solid structure. Additionally, the use of porous concrete or pervious asphalt will absorb surface runoff, which will minimize stormwater discharges onto the beach, thereby minimizing soil or sand erosion. For these reasons, the project will not result in substantial soil erosion or the loss of topsoil.

3.6.c. The project site is located adjacent to the sandy beach where there is potential for liquefaction. However, the proposed project will not change the existing conditions or increase the potential that currently exists. If the soil is found to be expansive or of otherwise low quality, the project proponent will retain a registered civil or geotechnical engineer to determine if a special foundation design is necessary. Once the degree and quantity of the expansive soil are determined, the structure will be redesigned accordingly. Parameters for this design are to be determined by a foundation investigation as described in Section 1804 of the Uniform Building Code. For these reasons, the project will not result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse.

3.6.d. The soil at the project site is defined as Cenoxoic marine sedimentary rocks, according to the Generalized Geologic Map of California (California Department of Conservation, Division of Mines and Geology 1995). If the soil is found to be expansive, the project proponent will follow the measures listed in 3.6.c. For this reason, the project will not create a substantial risk to life or property as the result of expansive soil.

3.6.e. The project site is connected to the municipal sewer system. Wastewater is collected and distributed via a 4-inch pipeline to the San Diego Metro Wastewater facility. The project will replace the existing sewer line with a 6-inch lateral pipeline to convey flows to the existing wastewater treatment facility. No septic tanks or alternative wastewater disposal systems are needed for the proposed project.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
3.7 HAZARDS AND HAZARDOUS MATERIALS: Will the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, will it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, will the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, will the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

3.7.a. The proposed project will not involve the routine transport, use, or disposal of hazardous materials. During construction, any waste materials will be disposed of by the Coast Waste Management Company. Therefore, the project will not create a significant hazard to the public or environment.

3.7.b. There are no reasonably foreseeable conditions involving the release of hazardous materials into the environment. During construction, any waste materials will be disposed of as described above. Following construction, operation of the Lifeguard Headquarters will not cause the release of hazardous materials into the environment. Therefore, the project will not create a significant hazard to the public or environment.

3.7.c. There are no known hazardous materials that will be handled for the construction or operation of the proposed project and there are no existing or proposed schools within one-quarter mile of the project site. Therefore, no emissions or handling of hazardous materials will occur within one-quarter mile of an existing or proposed school.

3.7.d. The project is not located on or near any listed site pursuant to Government Code Section 65962.5 U.S. Environmental Protection Agency (USEPA 2005). Therefore, the project will not create a significant hazard to the public or environment.

3.7.e. There are no existing or planned airport land use areas within two miles of the project site. Therefore, the project will not result in a safety hazard for people residing or working in the project area.

3.7.f. The project is not in the vicinity of a private airstrip. Therefore, it will not result in a safety hazard for people residing or working in the project area.

3.7.g. Emergency access to the Lifeguard Headquarters and all surrounding land uses will be maintained throughout the construction phase of the project. Following project completion, beach accessibility will be improved compared to existing conditions because the existing sandy access road will be paved. Therefore, the project will not impair or interfere with any emergency response or evacuation plan.

3.7.h. The project site is not in or adjacent to designated wildlands. Therefore, the project will not expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
3.8 HYDROLOGY AND WATER QUALITY: Will the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☒	☐	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there will be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells will drop to a level which will not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which will result in substantial erosion or siltation onsite or offsite?	☐	☐	☐	☒
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which will result in flooding onsite or offsite?	☐	☐	☐	☒
e) Create or contribute runoff water which will exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒
f) Otherwise substantially degrade water quality?	☐	☐	☐	☒
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which will impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

3.8.a. The proposed project will not substantially alter the existing water quality conditions. The site is currently predominantly impervious (e.g., paved) and once construction is completed, the parking lot will be resurfaced with a porous concrete or pervious asphalt material. This allows for the absorption of surface water runoff into the ground, minimizing stormwater discharges onto the adjacent beach. A storm drain facility will also be added to catch excess surface runoff during heavy storm events and a new sand trap will replace the existing sand trap to capture sand debris from the shower and truck wash area. These proposed improvements will minimize surface runoff and improve current water quality conditions. Therefore, the project will not violate any water quality standards or waste discharge requirements. During construction, the contractor will be responsible for preparing a stormwater pollution prevention program and, if necessary, obtaining a dewatering permit for excavation. These permits will be obtained prior to project implementation. During construction, the contractor will implement standard measures to minimize potential water quality impacts during construction. Such measures include:

- Conduct regular sweeping of active construction areas to reduce sediment tracking off the project site.
- Wherever there is potential for erosion, sediment, or other discharge, implement best management practices, such as silt fences, fiber rolls, secondary containment, etc.

3.8.b. The proposed project will not have any effect on groundwater because there are no construction activities that will interfere with subgrade water movement. Similarly, post-construction operations will not affect existing groundwater conditions. Therefore, there will be no deficit in aquifer volume or a lowering of the local groundwater table as a result of the project.

3.8.c. The use of porous concrete or pervious asphalt material will minimize surface runoff, thereby improving onsite drainage patterns. The proposed Lifeguard Headquarters upgrade will not change the capacity of the existing storm drain system. During construction, the water will be allowed to flow around any construction activities and outlet at the same location without obstruction. For these reasons, the proposed project will not substantially alter the existing drainage pattern of the site.

3.8.d. The existing storm drain system will be maintained during construction. The porous concrete material and pervious asphalt, storm drain receptor, and sand trap improvements will increase the efficiency of the system by providing increased erosion protection. The project will improve the existing drainage patterns of the site and will not result in an increase in onsite or offsite flooding.

3.8.e. The proposed improvements will minimize the quantity of runoff water by providing use of the porous concrete or pervious asphalt throughout the resurfaced parking lot. Surface runoff that normally will flow offsite from the existing paved areas will now be absorbed by the porous material. Additionally, the runoff that utilizes the existing drainage channel originates offsite. As discussed above, the contractor will be responsible for minimizing water quality impacts as the result of any construction activities. Project implementation is not anticipated to create or contribute additional runoff water because runoff water originates offsite and project improvements minimize existing runoff. For these reasons, the project will not exceed the capacity of existing or planned stormwater drainage systems or provide a substantial additional source of polluted runoff.

3.8.f. As discussed above, during construction, the contractor will be responsible for minimizing water quality impacts. Following construction, there will be a decrease in surface water runoff, improving the existing water quality conditions.

3.8.g. The project does not involve the construction of housing within a 100-year flood hazard area.

3.8.h. The existing drainage channel is within a 100-year flood hazard area. The proposed covered drain will not affect existing flood flows. Throughout construction and following project implementation, the drainage channel will remain fully functional.

3.8.i. The project will have a positive effect on coastal protection with the addition of the sea wall along the beach frontage. The sea wall will provide additional protection during periods of increased tidal activity, thereby decreasing exposure of people and structures to a significant risk of loss, injury, or death involving flooding. During construction, there is no anticipated increase of risk involving flooding as the contractor will maintain the existing storm drain system.

3.8.j. Implementation of the proposed project will not result in the increased exposure of people or property to seiche, tsunami, or mudflow. All coastal locations are potentially exposed to tsunamis and the

project will not change this existing condition. The proposed sea wall will offer additional protection during increased tidal activity. There is no anticipated increase of risk involving seiche, tsunami, or mudflow as the result of construction activities and the sea wall should decrease these existing potential hazards.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
3.9 LAND USE AND PLANNING: Will the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

3.9.a. The proposed project replaces an existing facility with the same type of use. During construction, adjacent land uses may be subject to adverse noise and air quality impacts. The project will incorporate measures to minimize nuisance level impacts during construction, as discussed in other sections of this analysis. The improvements will increase beach accessibility and redirect access throughout the construction phases. During construction, lifeguard operations will shift to the existing lifeguard towers located on 20th Street and 25th Street. This is an operational change and does not involve a physical change in land use. Temporary equipment storage bins will be relocated next to the 21st Street pump station site. Community Service staff will be relocated to portable trailers located within the existing Lifeguard Headquarters parking area. The temporary relocation of existing services and the upgrade of the existing facility will not physically divide the established community.

3.9.b. The proposed Lifeguard Headquarters is consistent with the Community Plan for the City of Del Mar and the City of Del Mar LCP as it does not conflict with the goals and corresponding policies of these plans.

The second-story deck of the new building extends approximately 5 feet beyond the Del Mar BPI Overlay Zone (City of Del Mar 1988). As indicated in Sections 5 and 6 of the BPI Guidelines (Guidelines Implementing 30.50 Measure D) (City of Del Mar 1993b), no construction is allowed beyond the BPI unless it is deemed necessary to maintain the public health, safety, and welfare. The extension of the second-story deck beyond the BPI is needed so the lifeguards will be able to view activity on the beach to the north and south of the facility. Therefore, the requirement to maintain public health, safety, and welfare will be met.

3.9.c. The Del Mar MSCP has not yet been finalized, but the project site is outside any sensitive habitat designation on the Del Mar Quadrant of the MHCP (San Diego Association of Governments 1993) and

the draft MSCP. Therefore, there are no conflicts with existing documents adopted for the purpose of avoiding or mitigating environmental effects.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
3.10 MINERAL RESOURCES: Will the project:				
a) Result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

3.10.a and b. There are no known mineral resources or locally important mineral resources in the project vicinity (City of Del Mar 1993a). Therefore, the project will not result in the loss of availability of any mineral resources.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
3.11 NOISE: Will the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, will the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, will the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

3.11.a. The City Noise Ordinance, Section 9.20 of the City's Municipal Code, regulates noise within Del Mar. Section 9.20.050 specifically regulates construction noise and limits construction activities between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday, and 9:00 a.m. to 7:00 p.m. on Saturdays. No construction will be allowed on Sundays or holidays. Furthermore, the hourly average noise level (L_{eq}) from construction activity cannot exceed 75 decibels (dBA) on "properties zoned or used for residential purposes" (Municipal Code, Section 9.20.050 [D]). Section 9.20.090 regulates nuisance noise and states that it is unlawful for any person to cause noise to be generated that is "disturbing, excessive or offensive noise [or] which causes discomfort or annoyance to any reasonable persons of normal sensitivity residing in the area" (Municipal Code, Section 9.20.090 [A]).

During construction of the proposed project, noise levels in the vicinity of the project site will increase due to the use of heavy equipment. Construction equipment can generate short-term maximum noise levels on the order of 89 dBA when the equipment is under maximum load. However, due to the nature of construction projects, with equipment moving from one point to another, work breaks, and idle time, long-term noise averages are less than maximum short-term noise levels. Typically construction activities produce an hourly level of 75 dBA at 50 feet, as measured from the center of the activity or construction site (FTA 1995).

There are three residential receptors near the project site, all of which are more than 100 feet away from the center of construction activity. Noise levels at this distance will be reduced to 69 dBA L_{eq} or lower due to atmospheric attenuation. Thus, there will be no significant noise impacts to residential receptors as the result of the project construction. Following construction, noise levels will return to existing levels.

The nearby Poseidon Restaurant and Del Mar Hotel are adjacent to the construction site and approximately 40 feet from the center of the construction activity. Thus, noise levels at this distance will exceed 75 dBA L_{eq} during construction by approximately 2 dBA L_{eq}. Typical commercial construction will provide approximately 25 dBA reduction from exterior noise sources, with windows in the closed position. The Del Mar Hotel has windows facing the construction site but these appear to be non-operable. Thus, the interior noise levels of the hotel rooms facing the project site will be on the order of 50 dBA L_{eq}. The construction of a temporary acoustical barrier between the construction site and the adjacent land uses will reduce noise levels by as much as 5 dBA. Thus, with the inclusion of a noise barrier, exterior noise levels at the hotel will be reduced to approximately 72 dBA L_{eq} and interior noise levels within the hotel rooms facing the construction site will be reduced to 45 dBA L_{eq}.

It should be noted that these land uses are designated as commercial buildings, hotels provide temporary lodging and are not considered residences, and the City's Noise Ordinance does not typically consider commercial land uses as a noise sensitive uses. Thus, construction-related noise generated by the project will not result in a violation of the City's Noise Ordinance. However, to reduce the noise levels from construction activity to 75 dBA L_{eq} at the adjacent Del Mar Hotel, the following mitigation measure will be implemented:

- Install temporary acoustical barriers on the northern and southern boundaries of the construction site that block the line of sight from construction activities to adjacent land uses.

3.11.b. Vibration sources associated with the proposed project would be a vibratory pile driver used during installation of the sea wall and demolition of the existing structure. Operational activities would not include any substantial vibrations sources.

Pile driving activities for the sea walls would require approximately 7 days, with equipment set up activities and materials placement occurring over the majority of the time. Once the equipment and materials are set up, pile driving for a 3- to 4-foot-wide panel would require approximately 10 minutes of actual pile driving. However, due to the configuration of the sea walls on the project site, actual pile driving would occur on 2 separate days. Demolition activities of the existing building would be completed in approximately one week. Demolition activities are anticipated to include the use of a jack hammer and a bulldozer. A loader/backhoe and a truck would be used to haul demolition debris from the construction site to a local facility for recycling.

Construction vibration is dependent upon the amount and type of construction planned under each phase, the distance between construction activities and the nearest vibration-sensitive receptor. Typical vibration levels for various pieces of equipment and thresholds for impact evaluation are provided in Appendix C. Based on this information, construction equipment vibration levels from demolition activities are below the threshold of annoyance at distances ranging between greater than 25 feet and pile driving activities are below the same threshold at distances greater than 35 feet. The thresholds for architectural and structural damage are about 10 to 20 times greater, respectively, than annoyance. Thus the annoyance threshold is a conservative threshold.

The nearest residential structures are greater than 100 feet from the project site, and the nearest occupied structure would be the Del Mar Hotel, approximately 40 feet from the nearest proposed location for a sea wall. The residences are at sufficient distances that vibrations would not be perceptible over ambient vibrations from traffic. Vibrations levels at the Del Mar Hotel would be barely perceivable and would not rise to the level of annoyance nor would they be sufficient to cause any architectural or structural damage at the hotel. Thus, groundborne vibrations associated with the proposed project would not result in significant impacts.

3.11.c. The project will not result in a permanent increase in ambient noise levels in the project vicinity. The existing Lifeguard Headquarters will be replaced with the same land use in a slightly different configuration, thereby maintaining the current or similar ambient noise level in the area.

3.11.d. The construction phase of the project will increase the ambient noise level of the area above levels existing without the project. Typical maximum noise levels during construction may reach as high as 89 dBA. However, due to the distance between the project site and the nearest residential uses and shielding provided by existing structures, noise levels are not expected to exceed the City's allowable threshold of 75 dBA L_{eq} at any property zoned or used for residential purposes. Furthermore, with the incorporation of the following mitigation measures, potential nuisance noise to nearby residences and businesses will be reduced to less than significant.

- Pile driving activities will only be allowed between the hours of 9:00 a.m. to 11:00 a.m. and 2:00 p.m. to 5:00 p.m. This work will not be allowed during the lunch time at Poseidon Restaurant.

- The contractor and all vendors, suppliers, or subcontractors who operate construction equipment will have a regular maintenance and lubrication program for their equipment available at the construction site for verification in the event of a noise complaint.
- All construction equipment operated by the contractor, vendors, suppliers, or subcontractors will be equipped with manufacturer's approved exhaust mufflers.
- The project construction manager/contractor, or a designated representative, will establish a noise complaint and response procedure that includes a 24-hour telephone number for complaints, and a procedure where a field engineer/construction manager will respond to and investigate the complaints and take corrective action if necessary in a timely manner. Contact information should be posted onsite in an easily accessible location and included in all notification letters.
- The project construction manager/contractor, or a designated representative, will provide notice to nearby residences and businesses 7 days prior to initiation of construction activities. The notification will include a description of the construction activity, hours of operation, and the anticipated length of the operation.
- The project construction manager/contractor, or a designated representative, will provide notice to the Del Mar Hotel operator 14 days prior to initiation of construction activities to allow the hotel operator to relocate daytime sleepers into rooms that do not face the construction site.

3.11.e. The project site is not located within two miles of a public airport and does not involve any airport construction. Therefore, it will not expose people residing or working in the project area to excessive noise levels.

3.11.f. The project site is not located within the vicinity of a private airstrip. Therefore, the project will not expose people residing or working the project area to excessive noise levels.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
3.12 POPULATION AND HOUSING: Will the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

3.12.a-c. The proposed project does not involve further development of the area. It includes the upgrade of an existing public facility. The proposed upgrades are not anticipated to affect population for any reason. The project will not affect residential uses or displace a significant amount of people. Therefore, the project will not induce substantial population growth, displace any existing housing, or require replacement housing, either directly or indirectly.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
3.13 PUBLIC SERVICES:				
Will the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a. Fire protection?	☐	☐	☐	☒
b. Police protection?	☐	☐	☐	☒
c. Schools?	☐	☐	☐	☒
d. Parks?	☐	☐	☐	☒
e. Other public facilities?	☐	☐	☐	☒

3.13.a-e. The proposed project will not require an increase in the provision of fire protection services, police protection services, school services, park facilities, or community facilities. The project will not result in an increase in staffing levels to serve the project site, or affect emergency response times. No new public facilities will be required if the project is approved, because no increase in population or school-age children will occur. The proposed project enhances the City's community facilities including lifeguard services. The proposed project will result in a beneficial impact to public facilities. See discussion below regarding recreational facilities affected during project construction.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
3.14 RECREATION:				
a) Will the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

3.14.a,b. The existing Lifeguard Headquarters provides a public safety benefit to recreational users. The upgraded facility further enhances this beneficial impact since the new facility will be more efficient and will comply with ADA standards. During construction, public access through the site will not be allowed, but alternative public access to the beach is provided approximately 400 feet offsite (via 18th Street to the north and Powerhouse Park to the south). Therefore, there will be no short-term or long-term significant impacts to recreational facilities.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
3.15 TRANSPORTATION/TRAFFIC: Will the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	☒	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Result in inadequate parking capacity?	☐	☐	☒	☐
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒

3.15.a-d. Temporary traffic disruption along Coast Boulevard may occur during project construction. Approximately 5 to 10 construction-related vehicles will access the site on a daily basis. Truck traffic will likely travel north on Coast Boulevard to Camino del Mar, north to Via de la Valle, and east on Via de la Valle to I-5. The contractor will be responsible for preparing a Traffic Management Plan that identifies traffic control measures to minimize traffic disruption during construction. The Traffic Management Plan will identify the City-approved haul route. Following project construction, the new Lifeguard Headquarters will continue to provide the same type of community services and the existing workforce will remain the same. Therefore, a substantial change in vehicle trips or impacts to existing

roadway capacity is not expected to occur. This type of project will not affect air traffic patterns nor result in traffic road hazards.

3.15.e. The project will facilitate access from the site to the beach via the paved sandy access ramp. During construction, accessibility will be relocated within the project vicinity but will maintain at the current level of operation. Therefore, the project will not result in inadequate emergency access.

3.15.f. The existing Lifeguard Headquarters parking lot includes 19 parking spaces available for public use. During the summer peak period, occupancy is exceeded (City of Del Mar 2000). During construction, 10 of the 19 parking spaces will be unavailable for public use for a period of 8½ months. A temporary loss of parking is expected to occur; however, construction is planned to occur outside the summer peak period. The City has also recently added 3 parking spaces along 15th Street. The availability of additional parking spaces along 15th Street and avoidance of project construction during the summer peak period will alleviate the loss of 10 parking spaces during construction. This will be a temporary and less than significant impact.

Following construction, the project will add a new garage for staff parking and will contain 3 new bicycle racks. However, the increased building footprint will result in the net loss of 4 parking spaces within the existing parking lot. The 3 additional parking spaces provided at 15th Street will partially compensate for the loss of 4 parking spaces. Due to the existing parking deficiency in the project area, the net loss of 1 parking space contributes to an existing problem and therefore is considered a significant impact. The following measures will mitigate the impact to below a level of significance.

- Community service or lifeguard staff will not be allowed to park in the existing public parking area.
- The net loss of 1 parking space will be gained in the vicinity (i.e., within 500 feet) of the proposed Lifeguard Headquarters. The replacement parking space shall be identified prior to final approval of the building permit for the project.

3.15.g. The project will not interfere with any traffic routes, bicycle racks, bus turnouts, etc. During construction, pedestrian and bicycle access will be maintained. Therefore, the project will not conflict with adopted policies, plans, or programs supporting alternative transportation.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
3.16 UTILITIES AND SERVICE SYSTEMS: Will the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

3.16.a,b. The project involves the replacement of the existing restroom facility with upgraded restrooms. The new facility will increase the number of restrooms from four stalls to six stalls. The existing Lifeguard Headquarters is served by the municipal water and sewer system through an existing 5/8- and 2-inch water line and a 4-inch sewer line. The project will upgrade existing water and sewer lines to serve the new restroom and shower facilities. The upgrades replace older water and sewer lines and do not result in an increase in additional capacity or wastewater treatment needs for the Lifeguard Headquarters. Irrigation for the landscaped areas will connect to an existing meter currently serving the median landscaping. The sewage treatment provided by San Diego Metro Wastewater will continue to accommodate the proposed Lifeguard Headquarters. Therefore, the project will not exceed any wastewater treatment requirements of the Regional Water Quality Control Board (Region 9). The Lifeguard Headquarters upgrades will not involve the construction of new water or wastewater treatment facilities that will result in significant effects to storm drainage facilities.

3.16.c. The project includes a new storm drain inlet and replacement of the existing sand trap. The construction of these facilities will not substantially alter existing storm water drainage facilities or result in a substantial increase in service. For this reason, the proposed project will not result in significant adverse effects to storm drainage.

3.16.d. The existing Lifeguard Headquarters is served by a 5/8- and 2-inch water line. The upgraded Lifeguard Headquarters will replace the existing water lines with new 5/8- and 2-inch water lines. No additional water capacity is needed to serve the new Lifeguard Headquarters. No new or expanded entitlements will be needed prior to project implementation; therefore, the water supply currently serving the Lifeguard Headquarters will be sufficient following project implementation.

3.16.e. The existing Lifeguard Headquarters is served by a 4-inch sewer line. The existing sewer line will be replaced by a new 6-inch sewer line to serve the additional restroom facilities. Wastewater treatment is provided by San Diego Metro Wastewater. The projected demand following project completion will not substantially differ from existing conditions.

3.16.f. The disposal needs during the demolition phase of the project will increase. The contractor is required to recycle all construction-related waste. However, if needed, the contractor will utilize the Coast Waste Management Company, the only authorized waste disposal entity in Del Mar. There will be no permanent increase in solid waste disposal needs following project completion.

3.16.g. The project will comply with federal, state, and local statutes and regulations related to solid waste by recycling all waste.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
3.17 MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☒
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

3.17.a. As discussed in sections 3.4 and 3.5, there is no threat to sensitive biological species or habitat as the result of the proposed project because the area is not viable habitat for any sensitive species. The project will not eliminate important examples of major periods of California history or prehistory as there are no sensitive historic or prehistoric resources at the project site.

3.17.b. Two projects are planned to occur within the surrounding area: the San Dieguito Lagoon Wetland Restoration project (Final Environmental Impact Statement/Impact Report, 2000) and the

Riverview Office Structure (Initial Study EA-04-04), which includes development of two commercial office buildings on the corner of Jimmy Durante Boulevard and San Dieguito Road. The San Dieguito Lagoon Wetlands Restoration project includes tidal inlet maintenance, creation of subtital and intertidal habitat, creation of seasonal salt marsh, new nesting habitat for California least tern and western snowy plover, construction of berms, and restoration and construction of a public trail system.

Concurrent development of these projects and the Lifeguard Headquarters upgrades may result in potential cumulative impacts for traffic and air quality. However, these construction-related impacts will be short term in duration. Implementation of project-specific mitigation measures, including those identified for the Lifeguard Headquarters update, will reduce potential impacts to a level below significance. The Lifeguard Headquarters improvements do not necessitate future projects being required or impact current projects in the area. For these reasons, the project will not have impacts that are individually limited, but cumulatively considerable.

3.17.c. The impacts discussed in Sections 3.3 (Air Quality), 3.8 (Hydrology and Water Quality), and 3.11 (Noise) will be of short duration associated with project construction, and measures are included in the Mitigation Monitoring and Reporting Program to reduce impacts to below levels of significance. Impacts associated with the loss of parking will also be mitigated to below levels of significance (Section 3.15, Transportation/Traffic). No long-term effects are expected to occur following project construction of the Lifeguard Headquarters. The upgraded Lifeguard Headquarters will continue to serve the same public service need. Therefore, the project will create no impacts that will cause substantial adverse effects on human beings, directly or indirectly.

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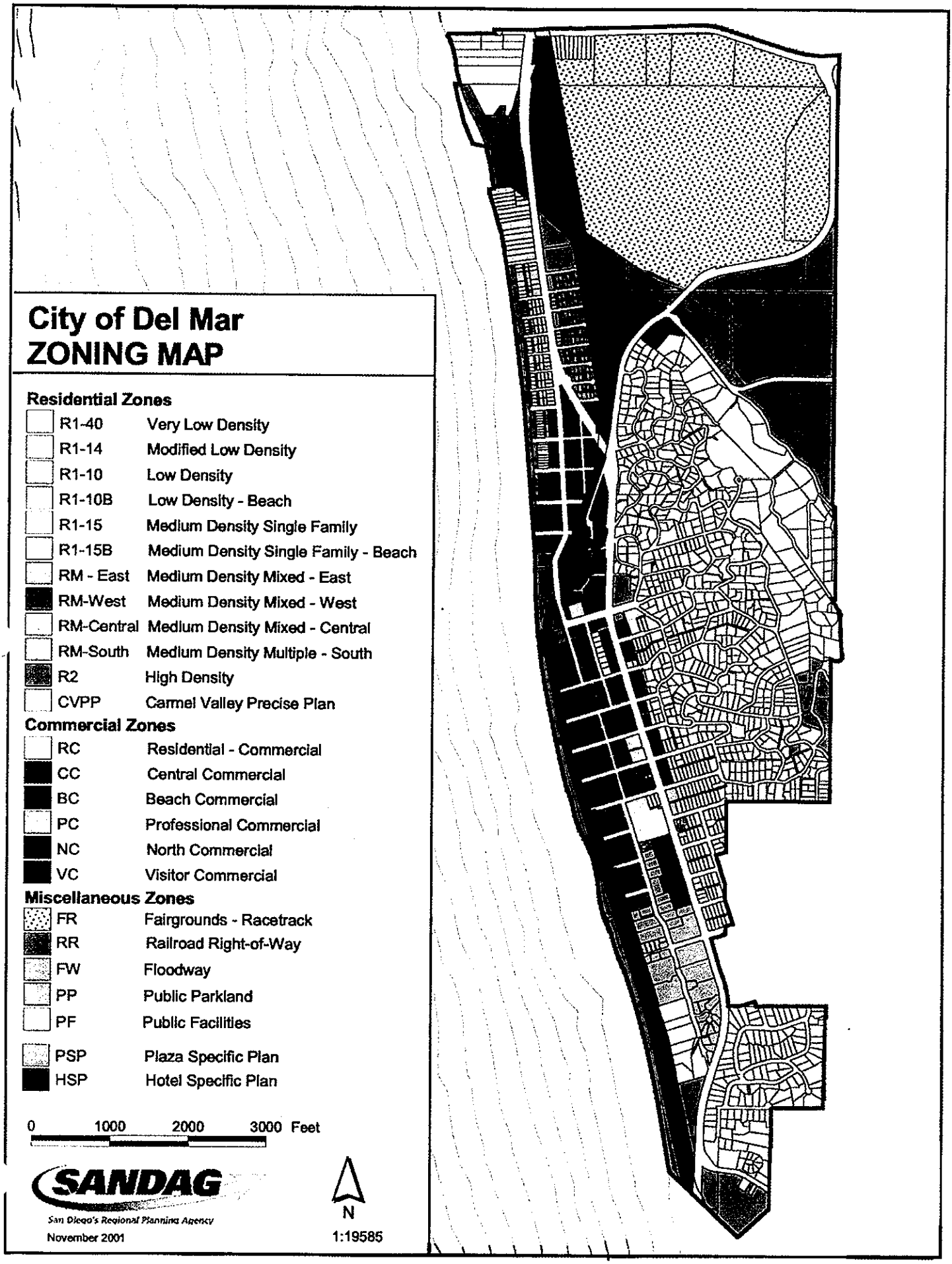
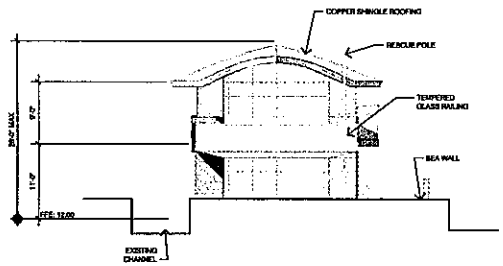
APPENDIX A

CITY OF DEL MAR ZONING MAP

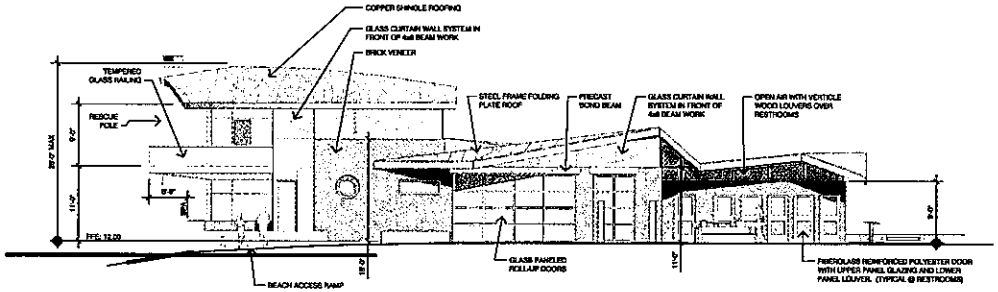

City of Del Mar
ZONING MAP
Residential Zones
R1-40 Very Low Density
R1-14 Modified Low Density
R1-10 Low Density
R1-10B Low Density - Beach
R1-15 Medium Density Single Family
R1-15B Medium Density Single Family - Beach
RM - East Medium Density Mixed - East
RM-West Medium Density Mixed - West
RM-Central Medium Density Mixed - Central
RM-South Medium Density Multiple - South
R2 High Density
CVPP Carmel Valley Precise Plan
Commercial Zones
RC Residential - Commercial
CC Central Commercial
BC Beach Commercial
PC Professional Commercial
NC North Commercial
VC Visitor Commercial
Miscellaneous Zones
FR Fairgrounds - Racetrack
RR Railroad Right-of-Way
FW Floodway
PP Public Parkland
PF Public Facilities
PSP Plaza Specific Plan
HSP Hotel Specific Plan
0 1000 2000 3000 Feet
SANDAG
San Diego's Regional Planning Agency
November 2001
N
1:19585

APPENDIX B

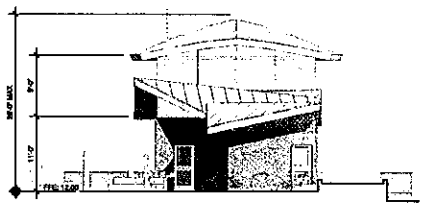
ALTERNATIVE ELEVATION PLAN



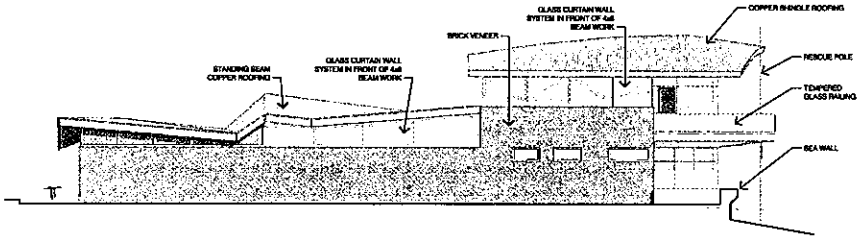
2 WEST ELEVATION



1 SOUTH ELEVATION



4 EAST ELEVATION



3 NORTH ELEVATION

DEL MAR LIFEGUARD STATION

17th STREET END FACILITIES - DEL MAR, CALIFORNIA

BUILDING ELEVATIONS

DRB 90% SUBMITTAL 09/29/05

SHEET 9 OF 22

ALLARD JANSEN

Exhibit 2: Mitigated Negative Declaration and Mitigation Monitoring Plan; CEQA Addendum

APPENDIX C

VIBRATION PRIMER

APPENDIX C

VIBRATION PRIMER

Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. Groundborne vibrations can be interpreted as energy transmitted in waves through the soil mass. These energy waves generally dissipate with distance from the vibration source, due to spreading of the energy and frictional losses. The energy transmitted through the ground as vibration, if great enough, can result in structural damage. In order to assess the potential for structural damage associated with vibration from construction activities, the vibratory ground motion in the vicinity of an affected structure is measured in terms of peak particle velocity (PPV), typically in units of inches per second. Table C-1 presents the vibration level thresholds for architectural and structural damage and human perception thresholds.

Table C-1
General Human and Structural Response to Vibration

Effects on Structures and People	Peak Vibration Threshold (in/sec PPV)
Structural damage to commercial structures	6.0
Structural damage to residential buildings	2.0
Architectural damage	1.0
General threshold of human annoyance	0.1
General threshold of human perception	0.01

Source: Caltrans 2002

As shown in Table C-1, damage to structures occurs when vibration levels range from 2 to 6 in/sec. One half this minimum threshold, or 1 inch per second PPV is considered a safe criterion that would protect against structural damage. Caltrans uses a vibration criterion of 0.2 in/sec PPV for its construction projects, except for pile driving and blasting. This Caltrans criterion addresses the potential for human annoyance as well as structural damage. Table C-2 presents common vibration sources and peak particle velocities (PPV) in inches per second (in/sec).

Table C-2
Vibration Source Levels for Construction Equipment

Equipment	PPV_{ref} at 25 feet (in/sec)
Impact Pile Driver (Maximum)	1.519
Impact Pile Driver (Average)	0.664
Vibratory Pile Driver (Maximum)	0.734
Vibratory Pile Driver (Average)	0.170
Clam Shovel Drop	0.202
Hydromill (in Soil)	0.008
Hydromill (in Rock)	0.017
Large Bulldozer	0.089
Cason Drilling	0.890
Loaded Trucks	0.760
Jack Hammer	0.350
Small Bulldozer	0.003

Source: FTA 1995

References:

California Department of Transportation (Caltrans)
2002 *Transportation Related Earthborne Vibrations*, Technical Advisory, Vibration TAV-02-01-R9601, February 20.

U.S. Department of Transportation, Federal Transit Administration (FTA)
1995 *Transit Noise and Impact Assessment.* April.

CEQA ADDENDUM

Mitigated Negative Declaration (06-01)

17th Street Beach Safety Center
City of Del Mar
1050 Camino Del Mar, Del Mar, CA
Contact: Adam Birnbaum

INTRODUCTION AND SUMMARY OF THIS DOCUMENT

This addendum assesses the potential environmental impact(s) identified based on new information relative to the 17th Street Beach Safety Center Project, as required by the California Environmental Quality Act (CEQA) (California Public Resources Code 21000 et seq.) and in compliance with the State CEQA Guidelines (14 California Code of Regulations 15000 et seq.).

This addendum is an informational document, intended to be used in the planning and decision-making process as provided for under Section 15164 of the CEQA Guidelines. The*Del Mar 17th Street Lifeguard Headquarters Upgrade Initial Study/Mitigated Negative Declaration*(IS/MND)contains a comprehensive analysis of potential environmental effects associated with the implementation of the 17th Street Beach Safety Center in the City of Del Mar (City) (City of Del Mar 2006). The fundamental conclusion of this addendum is that the new information relative to greenhouse gas (GHG) reductions and sea level rise will not result in new significant impacts nor substantially increase the severity of previously disclosed impacts beyond those already identified in the 2006 MND. Thus, a subsequent or supplemental negative declaration need not be prepared.

PROJECT DESCRIPTION

The proposed project would upgrade the existing lifeguard headquarters with a new building and associated amenities to allow for increased facility space and additional public restrooms and showers. The purpose of this addendum is to provide clarification and further detail regarding proposed construction and design of the safety center, including additional details pertaining to GHG emissions and sea level rise.

The original proposed 17th Street Beach Safety Center includes a new building approximately 2,628 square feet in size (slightly larger than the existing building), which would allow for additional square footage as well as additional public restrooms and showers. The new two-story building would be 26 feet in height, which is the same height as the existing lifeguard headquarters. The second-story deck would be extended to allow for greater elevated vantage-point utilization so on-duty lifeguards will be able to view activity on the beach to the north and south of the facility. Additional improvements include the construction of a sea wall to replace

the existing berm and riprap to be located at the westerly edge of the existing lifeguard headquarters.

This addendum addresses proposed design featuresto the aforementioned project components as they relate to GHG emissions and sea level rise. The proposed design features would not result in an increase in overall impacts to the project and would not substantially change theenvironmental resource analyses provided in the original MND. Moreover, no additional significant impacts beyond those previously analyzed in the adopted MND or substantial increases in any identified impacts would occur; however, additional documentation of project construction and design as it relates to GHG emissions and sea level rise represents new information that was not available at the time that the MND was completed. Therefore, the City has prepared this addendum pursuant to CEQA to disclose minor changes in the project, along withminor changes in some of the environmental effects as a result of proposed project design modifications.

1.0 CEQA REQUIREMENTS

Sections 15162 and 15164 of the CEQA Guidelines discuss a lead agency's responsibilities in handling new information that was not included in a project's adoptedMND.

Section 15162 of the CEQA Guidelines provides:

(a) When…a negative declaration has been adopted for a project, no subsequent EIR (environmental impact report) shall be prepared for that project unless the city determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

1. Substantial changes are proposed in the project which will require major revisions of the…negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects

2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous negative declarationdue to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects

3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the… negative declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous…negative declaration

(B) Significant effects previously examined will be substantially more severe than shown in the previous [negative declaration]

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the [negative declaration] would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

(b) If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the city shall prepare a subsequent EIR if required under subdivision (a). Otherwise, the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation.

Where the changes or new information will result in no new impacts, or no more severe impacts, than any that were disclosed in the previous negative declaration for the project, it is appropriate for the City to prepare an addendum pursuant to CEQA Guideline § 15164. That section states that an addendum may be prepared if only minor technical changes or additions are necessary or if none of the conditions described in section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred (CEQA Guidelines, section15164(b)). The addendum need not be circulated for public review, but may simply be attached to the adopted negative declaration (CEQA Guidelines, section 15164(c)).

Thus, in the following inquiry, the City considers, under the standards articulated above, whether each of thesechanged circumstances reveal or create previouslyundisclosed significant environmental impacts or a substantial increase in the severity of previously disclosed impacts (CEQA Guidelines, sections 15162 and15164(b)).As the discussion demonstrates, it is appropriate for the City to prepare this addendum to the IS/MND for the 17th Street Beach Safety CenterProject, pursuant to the CEQA Guidelines, section 15164.

2.0 PROJECT LOCATION AND REGIONAL SETTING

The 17th Street Beach Safety Center Project site is located in the North Beach area of the City of Del Mar, California. The project site is located west of Coast Boulevard and 17th Street,and is bordered by Del Mar Hotel to the north, the Poseidon restaurant to the south, the coastline to the west, and a parking lot to the east. Adjacent and to the east of the parking lot is Coast Boulevard. To the east of Coast Boulevard is the King parking lot and multi-family residential units.

The subject property (APN 299-230-01) is located on the westerly terminus of 17th Street in the City street-end right of way (ROW). The general plan and zoning designation is Beach Commercial (BC) on the south side of the ROW and Visitor Commercial (VC) on the north side.

3.0 PROJECT DESCRIPTION

The proposed project includes the replacement of the existing lifeguard headquarters with a new building approximately 2,628 square feet in size. The upgraded beach safety center would be located in the same location as the existing building, with a slightly larger building to allow for additional area in the facility and additional public restrooms and showers. The new two-story building would be 26 feet in height (from lowest point of existing grade), which is the same height as the existing lifeguard headquarters building. Construction materials for the new building would include a zinc-clad roof, exposed concrete masonry wall, and glass windows. The major focus of the project would be to use aesthetically pleasing and durable materials that have low maintenance requirements and long-term resilience. For additional project details, see pages 5–12 of the IS/MND (City of Del Mar 2006).

The proposed technical modificationsand additional documentation described in this addendum consistof project design features and new information regarding GHG emissions and sea level rise that was not available at the time the IS/MND was prepared. No additional significant impacts beyond those previously analyzed in the original IS/MND, or substantial increases in any identified impacts would occur, nor would any significance determinations as identified in the original IS/MND be altered in light of new information.

GHG Reduction Project Features

In keeping with the State of California's goals for energy efficiency and reduction of GHGs, the project has been designed to not only meet the minimum standards established in the more recent 2010 California Green Building Code, but also to exceed those standards in several areas. The following project design features would be incorporated to ensure 2010 California Green Building Code standards are met and/or exceeded, and would reduce GHG emissions from a "business as usual" development scenario:

- The beach safety center would include 5–6 kilowatt renewable energy photovoltaic (PV) systems that would adequately serve the electrical usage needs of the building. The PV panels would be designed to allow the facility to operate as a "net zero" structure, so that the entire building would be self-sustaining with respect to power.

- The building has been sited based on prevailing off-shore winds and with use of operable windows for natural ventilation. Consequently, the facility would require mechanical ventilation solely for ventilation of restroom areas (exhaust fans). No other permanent mechanical heating, air conditioning, or venting systems would be used.

- The facility would incorporate light-colored, cool-roof materials throughout, as well as light-colored concrete pavements to reduce the "heat island" effect that darker colored materials would produce. "Heat island" refers to heat absorption by hardscapes, such as asphalt or non-reflective surfaces, which then emits heat to surrounding areas.

- Building materials would be selected based on recycled content and local manufacturing considerations, whenever possible. This would include the use of concrete masonry and steel structure that have a high recycled-content level and are locally produced.

- The building would incorporate low-water-use fixtures and appliances, including sinks, showers, and toilets.

- Due to the size of the project site and location adjacent to the beach, only small landscaping areas are proposed. Regardless, all landscape materials would be selected based on water efficiency. Additionally, the use of irrigation would be minimized. Where irrigation lines are installed, they would be limited to low-water-usage/drip systems.

- The site design would follow best management practices for stormwater runoff and would utilize bioswales to treat water before it enters the existing drainage channel to the adjacent beach.

- Build specifications for the project would mandate 75% minimum goals for recycling of all construction waste, including demolition of existing structures. Additionally, the building would incorporate interior and exterior recycling storage areas for employee and public use.

- Project design would include the use of light-emitting diodes for all outdoor lighting.

- Site design would include bicycle parking spaces available for use by employees of the beach safety center and by the public accessing the beach.

Sea Level Rise Prevention Features

The proposed 17th Street Beach Safety Center's finished floor elevations, for all portions of the facility, are at an elevation of 11 feet mean sea level (msl) or higher. This represents an elevation differential of 7.75 feet between the current design still water (DSW) elevation of 7 feet (the current sea level for this location) and the 14.75 feet msl elevation at the top of the proposed seawall component of the project. This also represents an elevation differential of 4 feet between the DSW for the beach and the proposed beach safety center's finished floor elevations of 11 feet msl.

4.0 IDENTIFICATION OF ENVIRONMENTAL EFFECTS

The environmental analysis provided in section 6.0 supports a determination that approval and implementation of project design featureswould not result in any additional significant environmental effects beyond those previously analyzed under the previous IS/MND for the project.

5.0 ANALYSIS

GHG Emissions

Prior to March 18, 2010, a GHG emissions analysis was not required under CEQA, and associated significance determination thresholds as contained in Appendix G of the CEQA Statutes and Guidelines were not yet included as part of the project environmental review process. Therefore, project-specific GHG emissions were not analyzed, nor was detailed information provided regarding project design features addressing GHG reduction at the time the original IS/MND was prepared in 2006.

This addendum identifies specific design features proposed for the purposes of reducing, minimizing, and/or eliminating GHG emissions through the various phases of the project, including design and construction and post-construction operation and maintenance activities. These features will ensure that GHG emissions are reduced and there are no significant impacts from GHGs as a result of this project.

Sea Level Rise

This addendum provides information and analysis regarding issues of coastal flooding and sea level rise to supplement analysis previously conducted in section 3.8 of the IS/MND. Specifically, new information, which would be considered in the project design phase to addresses the issues of 1) coastal flood hazard impacts and 2) sea level rise anticipated as a result of climate change, is discussed. Various considerations would be incorporated into the project design in order to reduce potential risks and to increase resiliency in response to sea level rise.

Analysis and considerations regarding sea level rise as it relates to the proposed project site were based on anticipated sea level rise projections for the years 2050 and 2100, using California Executive Order S-13-08. That executive order provides that until completion of a report on the specifics of sea level rise elevations, the sea level elevation projections to be considered when designing projects in coastal areas are those contained in the National Academies of Science report on sea level rise. For the 17th Street Beach Safety Center Project area, those anticipated sea level changes are: an increased sea level of 16 inches (40 centimeters) by the year 2050 and 55 inches (140 centimeters) by 2100.

In addition to the information contained in the referenced executive order, the City has relied on the U.S. Army Corps of Engineers' circular No. 1165-2-211: "Water Resource Policies and Authorities Incorporating Sea Level Change Considerations in Civil Works Programs." Use of this additional data allows for analyses and design considerations based on the range of possible rates of sea level rise.

Additionally, the project would be designed to accommodate the highest scenario of the National Research Council (NRC) levels I, II, and III sea level rise (SLR) models. Assigning a 50-year design life for the project, the NRC III msl rise in the year 2060 would be approximately 2 feet above msl and would be considered for the maximum SLR in the multiple-scenario analysis. As described in the project description above, the design will ensure that future sea level rise scenarios will not affect the proposed project, as it has been designed to withstand potential future rises.

Coastal Flooding

A portion of the city north of the project site, along the San Dieguito River, includes numerous low-lying areas that have been subject to flooding. To avoid flood impacts, the City has proactively incorporated flood mitigation measures into all private- and public-sector projects. The City has also adopted a floodplain overlay zone with regulations based on the model ordinance for flood-prone jurisdictions prepared by the State Department of Water Resources and Federal Emergency Management Agency (FEMA).

Although there are areas located to the north of the project side identified on FEMA's flood insurance rate map (FIRM) as special flood hazards areas subject to inundation by a 100-year flood event, the project site itself does not have any such flood designation and is not located in the City's floodplain overlay zone. The closest area to the project with a special flood hazard designation is approximately 500 feet away. It is identified on the FIRM as having a base flood elevation (BFE) of 9 feet msl. The proposed 17th Street Beach Safety Center Project has been designed to locate all improvements at an elevation of 11 feet msl or higher, well above the BFE elevation designation for the closest area identified as being subject to the 100-year storm event.

Shoreline Protective Devices

In response to historic storm events and associated impacts from ocean waves, the City prepared a set of regulations applicable to the installation of shoreline protective devices. The City regulations contained in Del Mar Municipal Code Chapter 30.50 (beach overlay zone) require that any shoreline protective device 1) be installed only where there is a demonstrated threat of damage to persons or property, 2) be engineered to address potential wave overtopping and beach scour, and 3) be sited to prevent encroachment onto beach areas. The beach overlay zone was incorporated as one of the elements of the City's certified local coastal program. The establishment of the beach overlay zone ordinance was accompanied by preparation and certification of a program EIR for construction of shoreline protective devices.

The proposed beach safety center would include a verticalseawall along the western side of the structure to protect the facility. It would be a fully engineered steel-concrete vertical seawall with a top elevation of 14.75 feet msl. It has been designed to minimize overtopping and to withstand destructive wave scour.

The seawall would replace riprap wave protection that was placed to the west of the project site. The riprap is ineffective in providing protection during wave run-up events. The replacement vertical seawall would free up beach area for use by the public. The seawall would be in compliance with all aspects of the City's beach overlay zone ordinance as contained in Del Mar Municipal Code Chapter 30.50 and in the corresponding chapter of the City's local coastal program. The seawall would also be in compliance with the previously certified program EIR for seawall installations along the Del Mar beachfront.

6.0 CONCLUSION

This document has identified all changed circumstances and new information and memorializes in detail the City's reasoned conclusion that none of these changes create the conditions requiring the preparation of a subsequent or supplemental EIR pursuant to CEQA Guidelines, sections 15162 and 15163.

Pursuant to section 15164 of the State CEQA Guidelines and based upon the above discussion, I hereby find that approval and implementation of the proposed project will result in only minor technical changes or additions, which are necessary to make the MND adequate under CEQA.

_____ _____

Adam Birnbaum, AICP Date
Planning Manager

REFERENCES

Del Mar, City of. 2006. *Draft Initial Study/Mitigated Negative Declaration. Del Mar Lifeguard Headquarters Upgrade*. San Diego, California. February.

APPENDIX A

Mitigated Negative Declaration 06-01
2006

RESOLUTION NO. DRB-09-08

A RESOLUTION OF THE DESIGN REVIEW BOARD OF THE CITY OF DEL MAR APPROVING A REQUEST FOR *DESIGN REVIEW AND COASTAL DEVELOPMENT PERMITS* TO DEMOLISH THE 17TH STREET LIFEGUARD/COMMUNITY SERVICES HEADQUARTERS AND CONSTRUCT A NEW 2,644 SQUARE-FOOT, TWO-STORY DEL MAR BEACH SAFETY CENTER THAT WOULD ALSO CONTAIN PUBLIC RESTROOMS, OUTDOOR SHOWERS, SINKS, DRINKING FOUNTAINS, BIKE RACKS AND A COMMUNITY BULLETIN BOARD.

WHEREAS, the City of Del Mar (herein referred to as "Applicant") applied for Design Review **(DRB-09-03)** and Coastal Development **(CDP-09-03)** Permits to demolish the 17th Street Lifeguard/Community Services Headquarters and construct a new 2,644 square-foot, two-story Del Mar Beach Safety Center that would also contain a shoreline protective seawall, public restrooms, outdoor showers, sinks, drinking fountains, bike racks and a community bulletin board.

WHEREAS, on **May 27, 2009**, the Design Review Board of the City of Del Mar held a public hearing on the applications of **DRB-09-03 and CDP-09-03** which were duly noticed, and at which time all persons desiring to be heard were heard; and

WHEREAS, evidence was submitted and considered to include without limitation:

a. Plans submitted by the applicant.
b. Written information submitted with the application.
c. Oral testimony from Staff, the applicant, and the public.
d. Staff report, dated **May 27, 2009** which is incorporated by this reference as though fully set forth herein.
e. Additional information submitted during the hearing; and

NOW, THEREFORE, BE IT RESOLVED by the Design Review Board of the City of Del Mar, that:

1. The proposed project will not be detrimental to the Community based on the Regulatory Conclusions Sections of Chapters 23.08 (Design Review) of the Del Mar Municipal Code (DMMC).

2. The use for which the Coastal Development Permit is requested, the construction of a municipal facility, is permitted within 17th public right-of-way;

3. The proposed project, as conditioned, meets the criteria of the applicable chapters of the Del Mar Zoning Code;

4. The Coastal Development Permit, as conditioned, will be in conformity with the certified City of Del Mar Local Coastal Program. Specifically, the project, as conditioned, will meet the underlying zoning and parking regulations, as specified in the LCP;

5. The project is consistent with and implements the applicable requirements for provision of public access contained in The Del Mar Zoning Code and in the public access and public recreation policies of Chapter 3 of the California Coastal Act. The project is located within the Coastal Commission Appeals area, however, the public's interest in gaining access to the shoreline is not adversely affected by the development, in fact, public access opportunities will be enhanced;

6. The project is consistent with and implements the provisions of public view protection policies of the City of Del Mar Local Coastal Program, including those of the LCP Land Use Plan. Due to its location and design, the project would not adversely affect any public views.

NOW, THEREFORE, BE IT FURTHER RESOLVED by the Design Review Board of the City of Del Mar that **DRB-09-03 and CDP-09-03** is hereby approved subject to the following conditions:

[Note: The conditions listed below may have gaps in numbering or lettering. These gaps are intentional.]

General Conditions

G-1 *[Business License]*
Prior to commencement of any work on site, all contractors and subcontractors shall obtain a valid City of Del Mar Business License. The general contractor shall be responsible for ensuring that all subcontractors obtain required Business License and shall retain copies of said permits on site for verification by City staff.

G-3 *[Development authorization limited to plan set]*
This permit is granted based on submitted plans dated **February 4, 2009** and so identified by the staff of the Del Mar Planning Department. Revisions to these plans and/or any proposals for modification shall require review and prior authorization from the appropriate entities of the City of Del Mar.

G-5 *[Requirement for Building Permits]*
Prior to commencement of work, the applicant or agent shall obtain all required Building Permits.

G-7 *[Code compliance]*
Approval of this application shall not waive the requirement for compliance with the provisions of the Del Mar Municipal Code or other applicable City regulations in effect at the time of Building Permit issuance, unless specifically waived in this permit authorization.

G-9 [*Fence/wall height limitations*]
All fencing, walls, and gates shall conform with all applicable fence height and pool security fencing requirements of the DMMC.

G-13 *[Permit Expiration]*
This permit shall expire three years from the date of approval, on **May 27, 2012** unless a Building Permit has been issued (if required by the DMMC) and substantial construction has been accomplished in reliance upon the permit. Pursuant to the DMMC, substantial construction is defined as: completion of a minimum of 10% of the total amount of construction authorized by the permit, based on the monetary value of construction costs including grading, site preparation and construction but specifically excluding all costs associated with the acquisition of interest in the project site and all costs associated with the preparation and processing of permits or plans.

G-16 [*Compliance with City Noise Regulations]*
The applicant and all parties involved with implementation of the project shall comply with the regulations of the DMMC with regard to construction noise. The regulations stipulate that all construction activities are limited to the following periods: between 7:00 a.m. and 7:00 p.m. / Monday through Friday and between 9:00 a.m. and 7:00 p.m. on Saturdays. Construction activities are prohibited during other hours and on Sundays and City Holidays. The City's noise ordinance, Chapter 9.20 of the Del Mar Municipal Code, includes the dates of City Holidays, and can be viewed on the City's web page (www.delmar.ca.us).

Fire Condition

F-1 *[Fire Hydrant Clearance]*
No hardscape or landscape within 36" circumference of a fire hydrant.

Special Conditions

SC-01 *[Seawall's Compliance with Beach Overlay Zone]*
The final design plans for the proposed seawall shall be in compliance with all provisions of the City of Del Mar's Beach Overlay Zone Ordinance, as contained in the Del Mar Municipal Code and the City's certified Local Coastal Program.

SC-16 *[Landscape Irrigation]*
Prior to the issuance of Building Permits, the applicant shall provide revised Landscape Plans, which depict the use of only low volume drip or micro irrigation systems in non-turf outside landscaping areas.

PASSED AND ADOPTED by the Design Review Board of the City of Del Mar, this **27th day of May 2009** by the following vote:

AYES: Chair Haydu, Board members McCay, Kaplan, Sohn, Papciak and Eisenberg-Pike

NOES: None

ABSENT: Board member Stubbs

ABSTAIN: None

Lee Haydu, Chair
Del Mar Design Review Board
Del Mar, California

ATTEST:

Adam Birnbaum, AICP
Planning Manager
Del Mar, California